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—OF—

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Constantinople, Turkey.

William Elroy Curtis, the noted traveler and writer, says: "It is said that Shanghai, China, is the dirtiest city in the world. Pekin is ten times dirtier than Shanghai, and Canton is ten times as dirty as Pekin, but Constantinople is as dirty as all of them put together. The pavements are simply horrible, yet the Sultan, who has never ridden about his capital, is laboring under the delusion that it is sweet and clean. Several years ago he took a notion to go by carriage

instead of boat to Seraglio Point upon his annual pilgrimage to worship before the holy mantle of the Prophet Mohammed. The officers of the municipal government covered the pavement of the streets through which he was to pass with fine sand two or three inches deep. This not only concealed the filth but made a smooth and comfortable track for his carriage. The Sultan was delighted and gave a large sum of money to fix all the streets of Constantinople. The officials took the money, put it in their pockets and nothing was done to the streets."



GENERAL VIEW OF CONSTANTINOPLE, CAPITAL OF THE TURKISH EMPIRE.

Constantinople, called by the Turks Stambul, and by the Greeks Istamboli, was named after Constantine the Great. It occupies the site of the ancient Byzantium, the name of the city founded in 658 B. C. by the Greeks, and named after their leader Byzas. Owing to its favorable position for commerce, it became a bone of contention for the warring factors of the early period, and, consequently, changed rulers many times, accompanied by destruction incident to war, but regained its supremacy by virtue of its superior commercial position. It was sacked, partially destroyed, and attacks repulsed, and finally besieged by Septimius Severus for three years and

length on the north, on which is located Sweet-Water, a summer resort of Constantinople.

The city is triangular in shape, its apex projecting into the Bosphorus, and its base, a lofty double wall of four miles in length, stretching across the promontory, from the Sea of Marmora to the Golden Horn. Each of the sides may be about three and three-fourths miles in length, and within these limits the whole of the city proper is included. On the opposite side of the Golden Horn, and also occupying the extremity of the promontory, sometimes called the Peninsula of Pera, are situated the extensive suburbs, Galata, Pera and Tophane. Constantinople

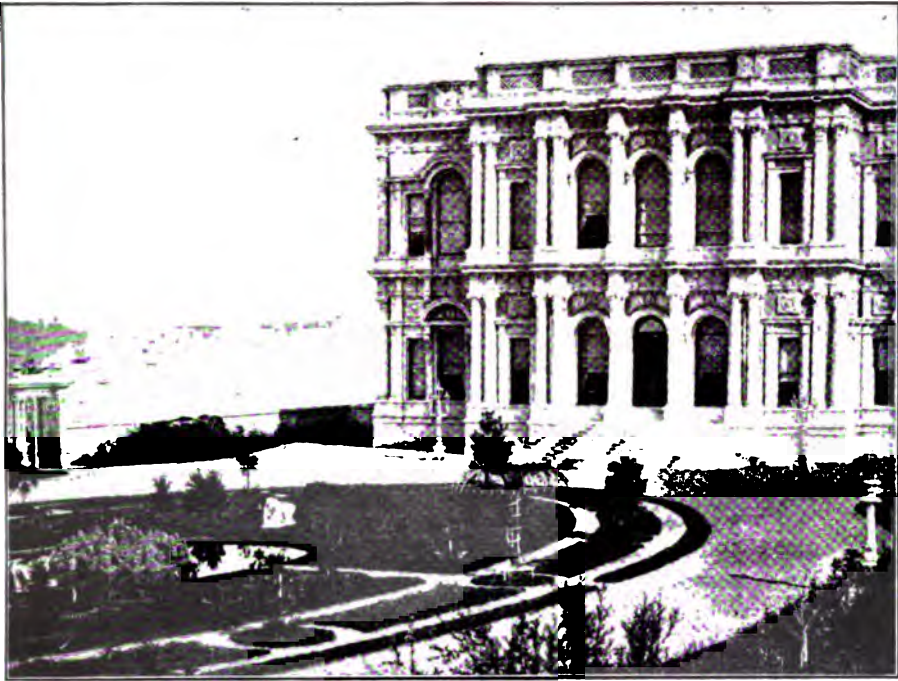


GENERAL VIEW OF CONSTANTINOPLE, SHOWING THE BOSPORUS.

forced to surrender, when Severus ordered its walls razed, and placed it under the Parthians where it remained practically annihilated until captured by Constantine the Great, who rebuilt it in 328 A. D. and it now has a population of about 1,250,000 people, composed of Turks, Arabians, Greeks, Armenians, Jews, Caucasians, Bulgarians and various other nationalities.

Constantinople, capital of the Turkish Empire, is surrounded by water on all sides excepting the west, and has a sea front of about eight miles in extent. The sea of Marmora and the Bosphorus on the south and east, and the Golden Horn, an inlet of the latter of about six miles in

length on the north, on which is located Sweet-Water, a summer resort of Constantinople. The city is triangular in shape, its apex projecting into the Bosphorus, and its base, a lofty double wall of four miles in length, stretching across the promontory, from the Sea of Marmora to the Golden Horn. Each of the sides may be about three and three-fourths miles in length, and within these limits the whole of the city proper is included. On the opposite side of the Golden Horn, and also occupying the extremity of the promontory, sometimes called the Peninsula of Pera, are situated the extensive suburbs, Galata, Pera and Tophane. Constantinople



THE SERAGLIO, OR PALACE OF THE SULTAN, ON POINT SERAI, FACING THE BOSPORUS.



IMPERIAL PALACE OF DALMA ON THE BOSPORUS, CONNECTING WITH THE SERAGLIO, OR PALACE OF THE SULTAN.

lic view, endeavors to see what is passing in the street. The city is supplied with water by public fountains, which are very numerous, and some of them extremely beautiful, having pure white marble facades, elaborate arabesque ornaments, and Chinese roofs; they generally stand in the center of an open square. On the extreme northeastern point of the promontory on which the city stands, called Point Serai, is situated the Seraglio or palace of the Sultan, having the Bosphorus in front and the Golden Horn on the left, and commanding a magnificent view of the opposite shore, including the beautiful town of Scutari, and its cypress-covered hills. The Seraglio, with its

with the "Garden of Delight," in which are numerous gorgeous parterres and pavilions. The Adrianople & Constantinople railway here runs along the coast and has a terminus.

There are a great number of mosques in Constantinople, all of them more or less distinguished by grandeur and beauty; but the most remarkable are the royal mosques, of which there are about 15, among the finest in the world. Of these the largest and most splendid is that of Suleiman, situated on the northeast side of the city, and standing in the midst of a large square, surrounded inside by an arcade upon pillars of granite and marble. Next to it in extent, but of



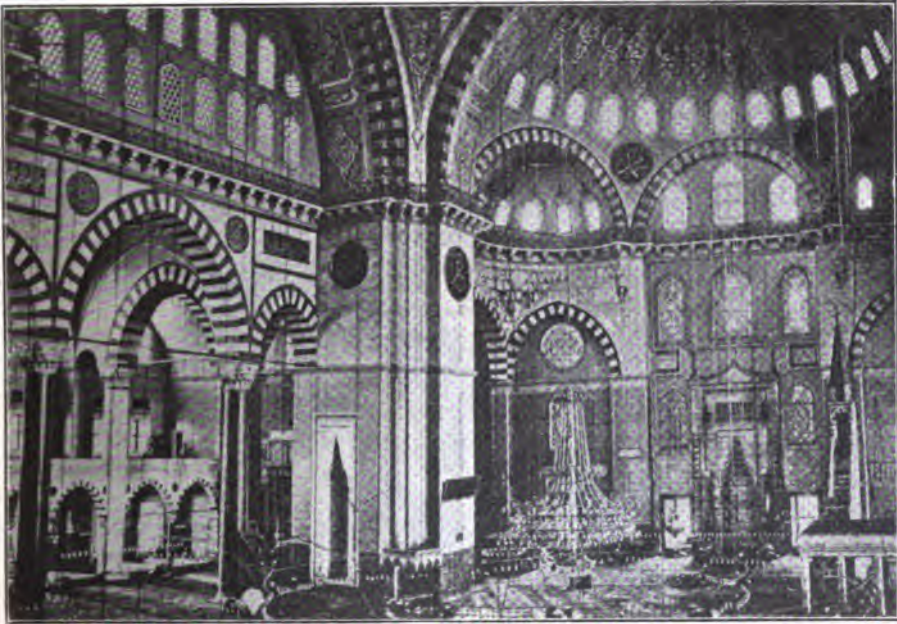
MOSQUE OF SULEIMAN, ON THE NORTHEAST SIDE OF THE CITY, IN A LARGE PARK, CONSTANTINOPLE.

gardens and groves, includes a large space, and is washed by the sea for two-thirds of its extent. Having been enlarged and altered at various periods, according to the taste or caprice of the princes and sultans; it now consists of a conglomeration of buildings, clustering together without order or design. Its apartments, however, are spacious and richly furnished. At the principal entrance is a large and lofty gate, called Babi Humayon, "the high door" or "sublime porte," from which has been derived the well-known diplomatic phrase, all political business being transacted, as supposed, under this portal. Within the precincts of the palace is the celebrated divan and the harem,

much older date, is the famous mosque of Santa Sophia, near the east end of the city, the pattern of almost every mosque in the land; its walls and domes, of which last it has 20 of equal dimensions, springing from the same level, and sustained by 12 huge columns, are encrusted with mosaics, forming various figures and devices. The court or open square in which it stands is paved with marble, and shaded by fine plane-trees. This is the most ancient existing Christian church, having been converted into a mosque only in 1453. It has latterly been thoroughly restored by an English architect, by order of the Sultan, and the layer of plaster removed by which the superb mosaics and

frescoes that decorate its walls were covered. The mosque of Yeni Diami, known also as that of the Sultana Valide, was built by the mother of Mohammed IV., and is esteemed one of the most magnificent in the capital. It stands almost on the edge of the port, and this point being the ferry between Galata and Stamboul, is constantly thronged with boats. Here almost every Frank first lands in the "City of the Faithful." The mosque is constructed of white marble, and has two peculiarly elegant minarets, encircled by no less than three galleries of richly perforated workmanship. The principal dome rests upon four lesser ones, which appear to lift it to the clouds. Another

Some of them are covered, others open. The covered bazaars have a somewhat mean appearance, resembling a row of booths at a fair, but the arrangement and manner of exposing the gay and glittering wares is sufficiently attractive. The principal or Great Bazaar consists of long avenues covered with lofty arches of brick, lighted by apertures in the roof, and branching off in different directions. The ceilings of the vaults and various parts of the walls are ornamented with painted flowers and devices. On each side of the passage are counters and stalls, with a wide passage between them, and on each counter sits the merchant, generally smoking his pipe or chibouk,



INTERIOR OF MOSQUE OF SULEIMAN, CONSTANTINOPLE.

celebrated mosque is that of Sultan Ahmed, a little southeast from the former. From the elevated position this building occupies it is the most conspicuous object in the city when viewed from the Sea of Marmora. The minarets are of great beauty, and ascend to an immense height. All the other mosques are much less in size than those described, but very much resemble them in plan and other features. All of them are enriched by splendid columns of marble, Egyptian granite, or serpentine, and have massive and highly ornamented gateways and porches, and handsome courts and cisterns for ablution.

The bazaars of Constantinople are numerous, but in no way very remarkable.

with his crossed legs drawn under him. The bazaars, both the open and covered, are severally allotted to particular trades and merchandise; they are generally so crowded, chiefly by ladies, that it is difficult to pass through them. Constantinople has but one remarkable square, called the At-Meidan. It occupies the site of the ancient Hippodrome, "horse-course," a place at one time of great splendor, having been ornamented with marble colonnades, and surrounded by seats like an amphitheater. The present area is an irregular quadrangle about 260 yards long by 150 wide, containing some obelisks which belonged to the ancient structure, one of which of granite, is composed of a single piece 50 feet high.

The numerous public baths in the city are mostly of marble, of plain exterior, but handsome and commodious within, with every accommodation and appliance requisite. They are divided into a number of circular rooms, lighted from above, and sufficiently spacious to admit a number of bathers at the same time. There are a vast number of coffee-houses and lodging-houses, called khans, dispersed throughout the city. The latter resemble immense stone barracks or closed squares. They are intended for the use of strangers during their temporary sojourn in the city, who may have an apartment here, with command of the key. The ceme-

taining 1,200 large ships, which may load and unload alongside the quays. It is about six miles long, and a little more than half a mile broad at the widest part; its general breadth, however, does not much exceed a quarter of a mile. The Golden Horn is usually crowded with vessels and light boats, and presents a lively bustling scene. Among the imports are corn, iron, timber, tallow, and furs from the Black Sea and Russia; cotton stuffs and yarn, woollens, silks, watches, furniture, jewelry, coffee, sugar, pepper and spices, spirits, etc. The exports consist of silks, carpets, hides, wool, goats' hair, madder, valonia, etc. In 1897, 14,753



MOSQUE OF ACHMET I., RICH IN TILE, WITH SIX MINARETS, AND OBELISK OF GRANITE.

teries of Constantinople, outside the western wall, are among its greatest ornaments. From their antiquity, and the trees planted in them, they have become vast forests, extending for miles around the city and its suburbs. Jews, Armenians and Greeks have their own quarters in the city.

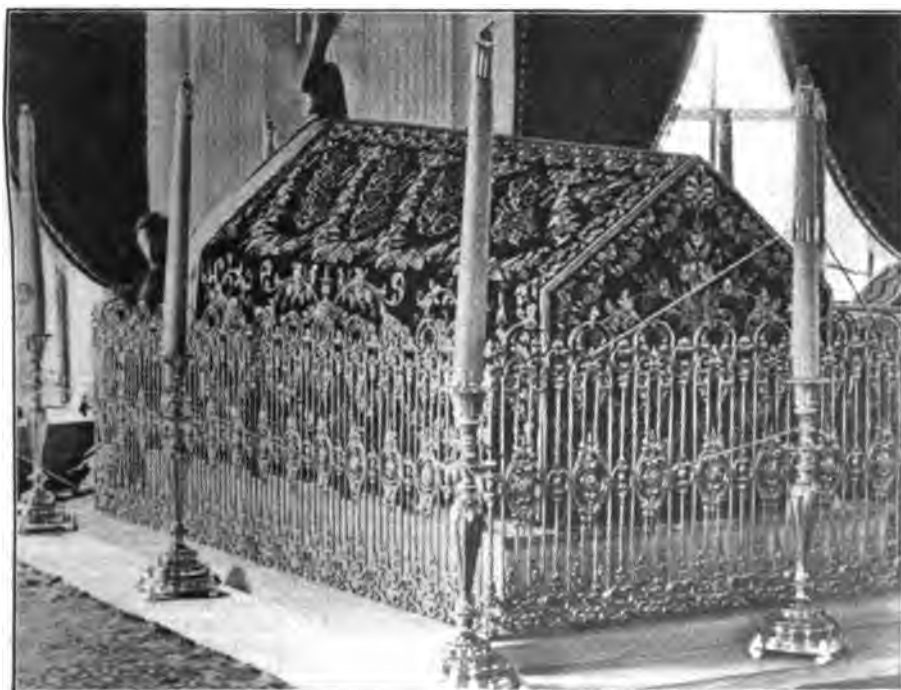
The few manufactures of Constantinople are chiefly confined to articles in morocco leather, saddlery, tobacco-pipes, fez caps, arms, perfumes, gold and silver embroideries, etc.; but its foreign commerce is considerable. The harbor, or Golden Horn, which more resembles a large river than a harbor, is deep, commodious, well sheltered, and capable of con-

vessels, with a tonnage of 11,456,178, entered and cleared; 4,567 of which, with a tonnage of 6,505,925, were British.

Of the suburbs of Constantinople the largest is Galata, still the principal seat of commerce, though the city is partly displacing it. It has many very dirty streets, but much improvement has been effected in recent years. It is here that the merchants of all nations have their stores and counting-houses. Here, too, are situated the government docks, warehouses, ropewalks, workshops, and custom house for European goods. Pera occupies the more elevated portion of the promontory of which Galata forms the maritime part. It is the aristocratic and finest portion of



TOMB OF SULTAN MOHAMMED, EXTERIOR VIEW, CONSTANTINOPLE.



TOMB OF SULTAN MOHAMMED, INTERIOR VIEW, CONSTANTINOPLE.

the city, and contains the ambassadorial mansions, the Sultan's palaces and gardens, several fine hotels, the English Memorial Church, the artillery barracks, a public garden, the Protestant, Catholic, and Armenian cemeteries, etc. Tophane is situated a little farther up the Bosphorus than Galata, of which it forms a continuation. Here is a government foundry and arsenal for cannon, artillery barracks, a fine fountain, and a spacious quay. Kas-sin Pasha, to the west of Galata and Pera, contains the admiralty offices, dry-docks, barracks, sawmills, machine shops, arsenal, etc.

The law of Turkey is Mohammed's Koran, utterances, as he said, by command

equal lineage. It has been the rule and custom of the Sultans of Turkey for many centuries not to contract regular marriages, but to maintain the harem, the inmates of which are women who are brought to it by purchase or who come to it by their own free will; the greater part of them have heretofore come from places outside of the empire, the majority having come from Circassia. The Sultan selects a certain number, generally seven, to be ladies of the palace who are called "Kadyn." The rest are called "Odalik," as they remain under the "Kadyn" as servants. The superintendent of the harem is an aged woman of the palace. The race of rulers has consequently degener-



KIOSK (SUMMER HOUSE) OF THE REVIEWS, CONSTANTINOPLE.

of Allah. The government is an absolute monarchy, the Sultan having absolute authority and his person is inviolate. The succession to the throne is hereditary, and since 1617 has been vested in the family of Othman (or Osman) in the person of its oldest living member. The Sultan is therefore succeeded by his oldest son, provided there are no living uncles or cousins who are older in the Othman family; and the strange part of it, which would hardly be tolerated in any other country, is that the heirs to the throne are all born in the harem, the harem being a permanent institution of the empire; and all children born in the harem, no matter who their mothers are, whether free women or slaves, are considered legitimate and of

ated as a whole and retains little of the military courage and daring which made the bandit chief Othman a sultan.

The people are becoming dissatisfied and hatred and revenge has gained strength, and especially the younger and progressive are demanding a new order of government of a democratic form, manifest now in the attitude of Bulgaria, Servia and Bosnia, and in the feeling against Austria because of lost Turkish territory and prestige which reflects on the Sultan. Add to this the dissatisfaction of the various nationalities within Turkish borders, and it would not seem improbable that the prediction of Von Moltke might come true—that a great European war will be fought under the walls of Con-

stantinople—evidently necessary if there is to be a regenerated Turkey in the light of the 20th century, with the governed having a voice in the governing.

TRADE-UNIONS IN CONSTANTINOPLE.

Many once wealthy and important esnafs or guilds found their occupation gone—or at least considerably diminished—on the abandonment of the ancient Oriental splendor of dress and equipment and the adoption of western military uniforms and weapons of warfare which have distinguished the nineteenth century. Trade guilds are, however, still very numerous in southeastern Europe, and especially in Constantinople, where representatives of all the various crafts and callings practiced in the empire are to be found, each having one or more lonjas—lodges or clubs—in every quarter of the city and suburbs. Each esnaf is presided over by several officers called respectively, according to their rank, sheiks, naibs, oustas and kiayas—or presidents, vice presidents, superintendents and inspectors—who are annually elected by the members from among its own master craftsmen, and these officers are recognized by the government, which holds them responsible for the good behavior of their fellow guildsmen. A writer for the *Chicago Chronicle* says:

"A few esnafs possess large revenues or enjoy peculiar privileges granted by various sultans in bygone centuries in return for services rendered at some important crisis. Among these are the shoemakers, who have special officers empowered to judge and punish all offenders belonging to their fraternity without the interposition of the legal authorities. This extraordinary privilege was, it appears, conferred upon them in the sixteenth century by Suleiman II., 'the magnificent.' This sultan on one occasion, greatly incensed with the ever-turbulent janissaries, who, in sign of revolt, had as usual overturned their camp kettles, swore that with the help of the shoemakers only he would break their rebellious spirit. The padishah's words spread with lightninglike rapidity

through the streets of the bazar occupied by the shops of the Papaoutchdjis, who, rapidly assembling from every lonja in the city, presented themselves armed before the serai, an army of 40,000 men, shouting the Moslem war cry, 'Allah! Allah!' The sultan, gratified by their loyalty and zeal in his service, received their officers in audience, made them name their own reward and granted the four privileges asked for, of which the above named was one. When the news of these events reached the barracks of



TURKISH LADY OF RANK, CONSTANTINOPLE.

the janissaries, these insolent troops were so dismayed that, in the words of a seventeenth century chronicler, 'they were ready to eat not only their soup, but their very trenchers.'

"The apprentices to the various trades are, when proficient, recommended by the master under whom they have served their time, to admission to the guild of their craft, into which they are formally admitted on engaging to observe its rules and paying the customary fee. It is usual on these occasions for all present to

proceed forthwith to some favorite spot in the neighborhood of the city, where the rest of the day is spent in feasting and merry-making. Some guilds are composed entirely of Moslems, as certain callings are exclusively in the hands of the ruling race; others entirely of Christians. Many, however, include adherents of both creeds, and as members of the same *esnaf*, Christians and Moslems, allied by an *esprit de corps* and by trade interests, pull together much better and evince mutually a greater liberality of feeling than is generally displayed in the social relations of Greeks and Turks. At

"Every *esnaf* has its own special traditional laws and usages which are not less binding than is its *kanoun*, or written constitution, and the social customs and mode of life of their members afford in many instances curious and interesting illustrations of native manners among laboring classes. Of these the boatmen may be instanced, naturally a very numerous body in so water-girt a city as Constantinople. The ranks of this *esnaf* are largely recruited among the youths, who come in great numbers from Asia Minor to seek their fortune in the capital. Half a dozen or more of these *bekiares*, or



CONSTANTINOPLE, AND THE SWEET-WATER OF EUROPE.

An inlet or mountain stream entering the Bosphorus in the northern part of the city, evidently called the Golden Horn because of its famous fisheries—a veritable horn of plenty. On this stream is a famous summer resort, where the Sultan has a mosque, summer palace, etc., with titles Sweet-water in Europe and Sweet-water in Asia, evidently to represent Turkey in both Europe and Asia.

their *al fresco* festivities, which are also held annually in honor of the patron saint of the guild, the greatest harmony prevails. The amusements indulged in after the conclusion of the midday repast include a variety of juggling and acrobatic performances, wrestling matches, and for the Greeks the *syrtos horos*—the 'long drawn' classic dance—during the execution of which their Turkish fellow craftsmen, seated on rush-bottomed stools in front of a rustic coffee house, with long-stemmed *tchibouks* or bubbling *marghilehs*, passively enjoy their *kaif*.

'bachelors,' as they are termed, live in common in some humble lodging, paying a fixed sum per day or per week to an old man who acts as their steward and cook, and also as their counselor and arbiter in any disputes that may arise in such a mixed household. Their relations with the master boatmen, to whom they serve a long apprenticeship, are also of quite a filial character."

ARMENIAN MARRIAGE IN CONSTANTINOPLE.

While the Armenians who live in European Turkey, and above all in Constantinople,

tinople, have adopted foreign dress and modes of living, their religious advances have never undergone any change, and probably never will. Their weddings, their baptisms, and their funerals, as well as their church services, are all today exactly the same as when the Armenian Catholic Church was founded in the third century by the Apostle Andrew.

Those ancient customs fit in today with modern ideas very oddly, and for a person to find himself alone at one of these ceremonies is to feel as if he were dreaming of times long past. A writer for the *Cincinnati Commercial-Gazette*, while in Constantinople, was invited to an Arme-

or less great with his bride. Parents begin to lay aside their daughter's dowry from the time a girl is born, and according to the family and social province of the young man are the demands of his friends. He is allowed no social intercourse with the unmarried ladies of any family, and, therefore, his affections can not be said to be engaged.

"When an Armenian family has a young daughter to marry they look about until they find some young man who suits their ideas, and then a messenger is sent to this young man's nearest relatives, telling of the admirable qualities of the girl and naming the sum of



IMPERIAL KIOSK (SUMMER HOUSE), AT SWEET-WATERS OF ASIA, CONSTANTINOPLE.

nian wedding and tells the following relative to it:

"The bridegroom was a clerk, and was rather taller than is usual for an Armenian to be, as they are generally rather under than over the medium height. He was well built, and had dark eyes and curling hair and a good, fresh color, and in fact was quite a good looking young fellow. His name was Haskas. He, like all the Greeks and Armenians, as well as the majority of Europeans, was quite willing to accept a fortune with his bride. A young man of those countries has but few chances of making money for himself, and custom makes it appear quite proper for him to secure a fortune more

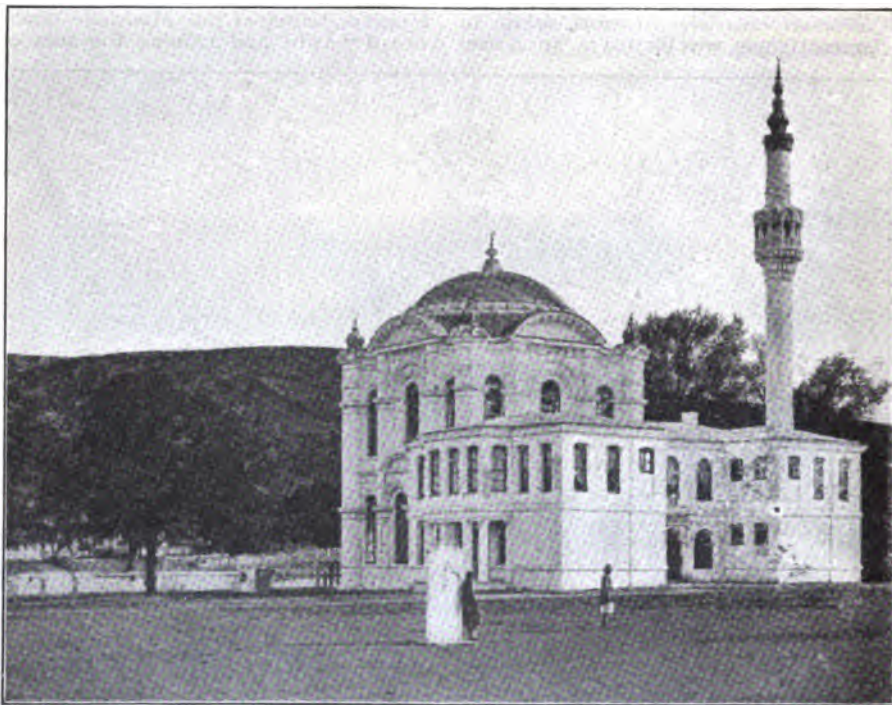
her dower. This is promptly refused if the young man's family thinks it is insufficient. The young man's parents want all they can get and they haggle and bid back and forth until finally thinking they can do no better they accept. The preliminaries are arranged either by the professional match-makers or the relatives of bride and groom. The young man then makes a formal demand for the hand of the young lady through the nearest friend, the groom's mother if she is living. The match-makers are old women, and they are paid by one family or the other. Often two sets of match-makers are employed, and they arrange everything, making the

proposal and bearing the shy acceptance.

"In the case of the wedding of which I write an old woman from the bride's family had gone down to the young man's office and made her proposal there. The offer was accepted on condition that the dowry proved to be all that she said, viz.: 20,000 perkits liras, or nearly \$100,000. The bride's family was a very wealthy one and she was the only daughter. She had seen Haskas in some way and that shortened the preliminaries somewhat so a direct bid could be made. The girl was young and pretty and Haskas was considered very fortunate. The bride,

over to Haskas, and from a clerk with a pitiful salary of three liras a week he became in one hour a partner in the firm he had formerly worked for. Out of this money Haskas bought a diamond necklace and some other jewels for his bride and his own wedding clothes.

"The wedding was to be at the home of the bride. When I arrived at the house we took seats on the divan and sipped black coffee served in egg-shell cups standing in gold filigree holders. Sweetmeats were handed around in glasses, with spoons. The sweetmeats are of violet, rose and anise flavors, and are made very



MOSQUE OF THE SULTAN, AT SWEET-WATERS OF EUROPE, CONSTANTINOPLE.

in addition to the money dowry, received the gift of two houses, one in Prinkipo and one in Pera, but these were settled upon her. The furniture and clothes were all part of the dowry, and Haskas' mother went to verify the inventory to see if anything was put down that was not there. Haskas' mother thought he was letting himself go dirt cheap, but as the bride was an only child and the parents lived near Yerimbourgas, and already showed evidences of the insalubrity of that place, she finally consented to the match.

"The day before the wedding the whole amount of the dowry in cash was paid

thick. There are glasses of water and another with spoons, and one empty glass. You are expected to take a spoon, dip it into whichever jelly you prefer, eat a spoonful, and then put your soiled spoon into the empty glass. I succeeded in upsetting a glass of water and both glasses of spoons, which for some reason they appeared to consider a good omen.

"After this we were taken to see the trousseau. Many of the dresses were of rich and handsome stuffs. Then we went to see the supper-table. This was spread in a long and icy cold room. There were fowls, cakes, dried fruits, enormous quantities of bread and cheese, and three im-

mense boiled fish, besides black olives and confectioners' cakes. Hot dishes were to be served later when the guests were seated.

"The whole party then went into the parlor to await the arrival of the bridegroom and the priests, of whom there were to be four.

"Everybody but the bride talked, smoked and had a good time, and at all the priests had not come. The bride's father went to see what had become of them. He soon returned to say that they would be along in a short time. So coffee and more sweetmeats were served, and mastic was offered to the men to sharpen their

having jeweled tassels. The chief priest took the center of this with the other three behind him. The bride's father led her forward to the bridegroom and they both stepped before the priest. Cushions of red velvet were then presented, on which were wreaths of artificial leaves. These were put on the heads of the young couple, and they were obliged to stand one hour with their foreheads touching. The wreaths were changed from head to head three times.

"The ceremony appeared to resemble the Catholic form closely, but with much more symbolism. When it was over the newly married pair arose and the priests



FOUNTAIN OF THE SWEET-WATERS OF ASIA, CONSTANTINOPLE.

appetites. Finally, at 1 o'clock in the morning, a boy came and spread a piece of carpet in the center of the floor, and said the priests were coming. The guests did not mind the delay, but the poor little bride, sitting on the stool under her glittering headgear, tottered with sleep two or three times. No one spoke to her or offered her a glass of water, nor did she speak to anyone. It must have been a cruel penance. At 1:30 the priests arrived, preceded by several boys with censers, chanting. The priests were dressed in magnificent robes stiff with gold embroidery and jewels. The head priest had a sort of miter blazing with jewels, and the carpet was now covered with another

went to the supper-room, and after they had eaten and departed the rest went to supper.

"The poor, weary bride was placed on the same stool, and the bridegroom came forward with a richly-trimmed cushion, on which his presents were displayed, a watch with a long, heavy chain, a diamond brooch and necklace, and a pair of filigree bracelets over four inches wide, studded with rubies, and a red silk purse filled with gold money. After the presentation of the jewels Haskas awkwardly unfastened the tinsel veil, handed it to his mother, and clasped the jewels on the bride, to whom he then offered his hand and led her to the supper-room, followed by all the rest. Hot roast mutton and

pillaff and several other very substantial dishes were served, and an abundance of wine. The bride never spoke nor did any one appear to regard her as other than a lay figure, though she ate a little. It was daylight before they had finished eating, for every one did full justice to the feast. Then every one went home in the gray light of the morning, after one last cup of coffee and a congratulatory speech."

Gleanings by the EDITOR.

Patient Courtship.

Jack Brown was section boss on the new railroad, and his section and boarding-

Absolute silence for one mile and a half! At Sarah's gate Mr. Brown said,

"Will you be at the next watch-night, Miss Smith?"

"Yes, Mr. Brown."

One year of dreams, anticipations, hopes! How slowly the days go while looking for the next meeting! Two hearts with but a single thought; and they never met in the days that came and went, until at last the old year is slowly dying and the weather-beaten church is lit up like a beacon light to gather the faithful from the four points of the compass; and Jack is there, also Sarah.

The service was interesting, and at its



TURKISH MEANS OF TRANSPORTATION.

house were three miles south of Salem. Being a follower of the sainted Wesley, he was at the watch-night service in Salem Methodist Church and, as fate would have it, Sarah Jane Smith was there also.

Sarah lived two miles south of the village, and at the conclusion of the service they walked home together. At least, there was only the wide road dividing them.

One-half mile from the church Jack said:

"How did you enjoy the service, Miss Smith?"

"I enjoyed it very much, Mr. Brown."

conclusion a general handshaking was gone through, but Jack was out in the middle of the road. Sarah came out with such an innocent look on her face.

"Good night, Mr. Brown." She was so surprised to see him.

"Good night, Miss Smith."

In silence the lovers walk down the parish road, but they have made some progress. Jack is in the path the sleigh-runners have made. Sarah is in the other, and they are really not the width of a sleigh apart.

"How did you enjoy the service, Miss Smith?"



ARMENIAN LADY, TURKEY.

"I enjoyed it very much, Mr. Brown."
 "Will you be at the next watch-night service, Miss Smith?"

"Yes, Mr. Brown," and they parted at Sarah's gate.

The new year brought a chime of bells to Salem Church, the sweetest, richest, most melodious bells that any village ever had. Everybody said so. During the year the lovers never met, but they both looked forward to the last night, and it has arrived.

"Full knee-deep lies the winter snow,
 And the winter winds are wearily sighing:
 Toll ye the church bell sad and slow,
 And tread softly and speak low,
 For the old year lies a-dying."

The stars are in the quiet skies and they seem to invite their company, but sleep calls the attention of master, mistress, children and servants of the great house where Sarah lives. When all are at rest she noiselessly lets herself out and walks down the lonesome road to the church whose bells are playing, "Come, all ye faithful."

The meeting was like others that had preceded it, profitable for all concerned, and in due time was dismissed, everybody wishing everybody the best year of their lives. The ordeal before Mr. Brown was a trying one. He wished to express himself in such a way that a long year would not intervene between the hours of bliss.

"Good evening, Miss Smith."

"Good evening, Mr. Brown."

Naturally they walked side by side through the deep snow while the merry bells pealed out a song of rejoicing.

"How did you enjoy the service, Miss Smith?"

"I enjoyed it very much, Mr. Brown."

One-half mile of blissful silence, then Jack said,

"I have saved every penny of my earnings since that first blessed watch-night service."

"So have I," said Sarah Jane.

One-quarter of a mile of unspeakable bliss, and Sarah Jane said,

"I'd like to go to watch-night every night if you were along, Mr. Brown."

Was it the blessed bells that had been playing "Come, ye disconsolate," and suddenly broke into "Onward, Christian soldiers" that inspired him? Who knows? But Jack blurted out,

"Let's keep watch-night service together as long as we live," and Sarah Jane said, "Let's."

The bells still send out their melody over the snow-clad fields, and the lovers found their tongues. Where do all the words come from after years of silence? Where



HOWLING DERVISH, CONSTANTINOPLE.

do the fleeting minutes go as they stand and talk until the eastern sky is tipped with gold?

"Ring out the old, ring in the new.
Ring, happy bells across the snow."

G. W. M., Div. 68.

Fate and the Seashell.

BY INA WRIGHT HANSON.

(Copyrighted, 1908, by Associated Literary Press.)

Just before the lunch hour there had been great excitement around the casino at Santa Cruz. Jeannette Washburn had been the last of the bathers to leave the surf and in her usual reckless manner had started to swim to the raft after she was tired enough to leave the water. She made the raft all right, but half-way back she went under.

Patricia, on the pleasure pier, had given the alarm, and two men put out in a boat. Before they bore their dripping burden up the pier steps a crowd had gathered from all directions. The beach policeman had come running to press them back and allow the men to hurry through with the half-drowned girl.

Then the crowd dispersed, except Patricia, who had given the alarm. When one walks always with a crutch it is better not to walk in a crowd. So she waited till the pier was deserted and she had found that Jeannette would recover. Then she went home.

Usually Patricia's slow steps were not wearisome to her, for the beauty of the hills kept her company, the flowers along the way were her friends, and the voice of the ocean said to her many things, but today she saw neither hills nor flowers, and she heard nothing but her own heart's cry, "Ernest Wentworth loves Jeannette!"

She had heard it yesterday, and a glimpse of his white face in the crowd today confirmed the rumor that he was going to marry Jeannette Washburn. She had said it over and over in the night watches, waging war with her own eager heart and telling it to be ashamed for giving its love unasked.

When she saw Jeannette near to drowning she was wild to plunge in and swim out to her and save her, and not for Jeannette's own sake.

Even in her impulse she recognized her motive—not for Jeannette's sake, but for his. She would make the supremest sacrifice of her unrequited love, and she would do a heroic deed because of it. But even this was denied her.

"Everything is denied a cripple," she thought with unwonked bitterness as she reached her father's gate. "If I were like other girls he might have chosen me!"

Late in the afternoon, in the brief

hours between dinner and the gay life of the evening, when she knew the casino would be almost deserted, she went back to sit on the steps and look silently seaward.

Away to the horizon were fishing-boats and a pleasure-yacht, its white sails gleaming silver in the sun. Nearer the shore showed the dark hulk of the buoy and nearer still the sea-birds diving and dipping.

All this was on the sea. On the sand was a lone figure, a woman in a faded green dress, its skirts held ungracefully up from the kelp as she walked the damp sands gathering seashells.

Patricia, watching her drearily, saw her pick up one, look at it carefully, then put it in her jacket pocket. The next she threw away, perhaps because of flaw or break or lack of luster.

"Dreaming?" said a voice very pleasant to Patricia's ears, and Wentworth sat down beside her.

It only made it the harder to have him kind to her. Did a crumb ever do a particle of good when one was starving for the whole loaf? Poor Patricia! Still, as he was there, and as he was not saying anything more, she must make talk. Any kind of talk was better than silence, so she spoke of what she had been thinking.

"Yonder is fate." She pointed to the shell gatherer. "Choosing, rejecting; blessing, cursing. Oh, poor little thrown away shells!"

She had tried to make her words sound light, but the man heard the note of pain. He bent toward her, and his voice was very kind.

"I have known you a year," he said, "and I never saw you morbid before. But you are morbid now. You are tired. The excitement this morning was too much for you."

"Yes," she acknowledged. "I was on the pleasure-pier when Jeannette went down. I had a wild desire to plunge in and save her and have my picture in the paper afterwards. I wanted to be the star of the matinee, you see, and this creation of board and pad would not let me."

She smiled whimsically down at the crutch and up at him. She was glad he could not read her thoughts. She would be very gay—if he did not stay too long.

Perhaps Wentworth could not read her thoughts, but he could see that her eyes were tired, and he looked at them and at the sweet, sensitive mouth in the way that a lover looks.

"Patricia, I know of a golden country in which lives a golden lady—not golden-haired, for her hair is dark as yours, but having a heart of gold and a spirit of tried gold. Her eyes are dark too—let me see how dark, Patricia."

The caress in his tones made her tremble. He meant only to be kind—if he could have known the anguish—but she raised her eyes obediently to his for an instant and smiled at him. She was a very brave Patricia, this crippled girl.

"Just as dark and beautiful as yours, Patricia. Well, this golden lady would have gone out into the great world to do lots of great things, but circumstances forced her to stay in her own domains. So, instead of being disconsolate because she could not do what she would do, she sang a little song of contentment, and one, heart-sore and weary with much suffering of mind and body, heard it and sought out the way of peace. Know the little old bedridden woman by the river, Patricia?"

Wentworth smiled at the girl's flushing cheeks and went on:

"Then I knew of a boy in this golden country whose body was crippled and whose mind was growing into a very unlovely state because of thwarted ambitions. To him the little lady showed the way into a land of high ideas and earnest endeavors. The boy is a good boy now and will make a great man some day.

"Then there are the children. Generally they are very much in the way when a fellow wants to talk to the golden lady. They bring her burnished poppies and treasures of seaweed. Why? Oh, nothing, only she mends dolls, binds up bruises on soft little hands and"—

Patricia raised her head in protest. It was fine of him to praise her, but she could not bear it. She must go.

His hand went out and stayed her, as she would have risen.

"Wait, dear, there is more. One day a man came riding down the country lane, and he saw the golden lady and wanted her. You wouldn't blame a man for craving the sunshine, would you, sweet-heart?"

Patricia went white around the lips.

"But I thought you were going to marry Jeannette Washburn?"

"My cousin is going to marry Jeannette Washburn, and I am going to marry you, I hope. Am I, Patricia?"

Fate in the green dress was coming toward them, and Patricia saw that her eyes were very kind. She threw down a shell and, passing them, went up the steps and through the casino.

"Get it for me, please, Ernest," she said.

And when he had given her the shell, iridescent and of pleasing form, but having a cruel break in its fluted edge, she touched it lightly to her lips and raised her happy face to her lover.

"Dear, blessed, discarded little shell," she cried, "broken though you are."



BRO. JNO. ALLINGHAM.

BRO. GENE McCULLOUGH.

Members of Div. 472, employed on the P. R. R., out for their health in Brother McCullough's runabout.—Courtesy Bro. H. L. Gibb, F. A. E. Div. 472.

The Watcher.

Clangin' bells raise sich a din
When they ring the New Year in!
'Taint no use to go to bed
With them janglin' through yer head.
Might ez well set up, you know,
While you watch the Old Year go.

Dismal work to be about!
While you watch the Old Year out,
Things you did, an' oughtn't to,
An' lots o' things you didn't do,
Set like spooks all in a row,
P'intin' fingers at you, so.

Merry bells ring in the Year,
Clashin', clangin'—"Have no fear!
Here new paths before you spread,
Take yer chance, an' go ahead!"
Reckon it's a cheerful din,
When they ring the New Year in.

BELL RUMFORD.

Philadelphia Inquirer, Dec. 1901.

Winning Miss Edith.

BY JAMES HECLOW.

(Copyright, 1907, by M. M. Cunningham.)

"Why so glum?" asked Carl Bray as Millie hurried up. "You look as though you had just come from the funeral of your best friend."

"I come from the burial of hopes," she said. "I had a perfectly horrid time with Aunt Edith this morning."

"Doesn't she want a nephew-in-law?" he asked, growing grave.

"When I told her that I had known you for some time and that you wanted permission to call, she answered that I must have shown how much I cared."

"That's no crime," he said softly.

"Not that," she agreed, "but she said that if I had known you long enough to care for you and you had not sought her permission to pay attention to me you were not the sort of man to make a good husband and that I must never see you again."

"But she never goes into society," he protested, "and we were in love with each other before it ever occurred to us to ask permission of her to do so."

"I told her all that," answered Millie, "but it did no good. When Aunt Edith has her mind made up, there is no use trying to change it."

"There isn't?" he said, with a snap of his determined jaw. "I'll land the old lady yet. You watch me. So don't worry, dear. I'll make her like me whether she wants to or not. Don't you think I can?" he asked as her face did not clear.

"You're a dear," she said hesitatingly, "but Aunt Edith is awfully stubborn."

"But you don't know how fascinating I can be to old ladies," he insisted. "Sometimes I think I should have done better had I given up my business to become a book agent selling something that appeals to old ladies."

"Aunt Edith hates book agents," she said dolefully.

"Well, I'm not one yet," he laughed. "It will come out all right."

Millie took comfort from his confidence, but Carl was by no means as certain as he tried to appear. Miss Edith Ormsby was not a person to be easily won. She lived in the past. Life had stopped for her when the man she was to marry was killed in a railroad wreck.

She had become a recluse in the handsome house at the foot of the Claire street hill. When her sister died and left her little daughter to Miss Edith's care, she had lightened a little the rigors of her life, but she had never gone into society, and she was still of the belief that an honorable suitor first made application to the parents of the girl he loved before he sued for her hand.

When Millie confessed that she loved Carl Bray and he had asked that he might see the old lady, she gasped, realizing what would happen, but she had conveyed his request bravely enough, only to be met by a rebuff.

She had been ordered never to see Carl again, and Miss Edith had departed to interview Drina Newhall, who chaperoned Millie when she went out in society.

Carl left the girl with a heavy heart, though his parting was a laughing assurance that all would come right. Almost unconsciously he turned his steps toward the hill. He had half promised to drop over and see how the new coasting bob was working. He and his two small nephews had put a lot of work in the construction of the bobs, and today was the first time there had been a chance to use them.

The Claire street hill was the recognized coasting point. There were no intersecting car tracks, teamsters were used to watching the point, and there was but little traffic.

He found the small boys aglow with pride. By cunningly weighting the sleds the bobs had turned out the fastest on the hill, and Carl readily fell in with their suggestion that he try their speed.

He had made two trips and was preparing for the third when he noticed an old lady standing watching the boys. There was a wistfulness in her eyes that appealed to him, and he stepped up.

"Won't you try a ride?" he asked pleasantly. "The hill is in splendid shape."

"Nonsense!" was the energetic reply. "I have not ridden on those things since I was a little girl."

"All the more reason you should seek to renew the pleasure," he smiled. "It's great fun."

"The last time I coasted down this hill was in the winter of 1872. I was 19 then."

"Be 19 again," he pleaded, held by the look of longing in her eyes. "It's helped me wonderfully today. I'll be careful. Will you come?"

Carl had spoken the truth when he told Millie that he was successful with the old ladies. There was a genial frankness in his manner and an honest look in his face that won regard and confidence. For a moment the old lady hesitated; then with a little laugh she stepped off the curb.

"If anyone sees me I shall tell them that you hypnotized me," she warned as, smiling with excitement, she took her place on the seat. Carl took the tiller, and Ben and Bobby gained a running start before they threw themselves on.

They shot down the hill with an easy motion that deceived as to the speed. The trees lining the sidewalk flew past, and twice Carl forged ahead of some other sled, and his passengers echoed the triumphant shouts voiced by the boys.

She rose reluctantly as they at last came to a stop. Her eyes sparkled, and there was a soft flush in her yellow cheeks. "I was 19 for awhile," she smiled at Carl. "I did not imagine that I would enjoy it so very much as I have."

far behind they were leaving their competitors.

So intent upon the race was she that as the bobs came to a stop she never noticed the horrified young woman standing on the sidewalk until a shocked "Auntie" attracted her attention.

"Don't you say a word about my rheumatism," she ordered briskly. "This young gentleman has given me back my youth, and you don't have rheumatism when you're only 19."

"Want to have a ride, too, Millie?" laughed Carl. His passenger faced him quickly.

"Do you mean to say that you are the young reprobate who has been trying to steal my girl away?" she demanded.



LEHIGH VALLEY PASSENGER TRAIN, AT ITHACA, N. Y., ON THE SIDING FOR THE BLACK DIAMOND EXPRESS.

Bro. Lyman Shorter, Div. 380, engineer, standing at the guides. He is the shortest and heaviest member of the Subdivision. Bro. Espey DeLaney, fireman, member Div. 380, standing near.—Courtesy Bro. De L.

"Try it again," he urged promptly. "I'll help you up."

For a moment she wavered; then, accepting the proffered arm, she started back up the hill. They stood chatting at the top while waiting for the boys to drag up the heavy bobs. She told of the old days, while he listened with respectful attention, and once or twice she even joined his good-natured banter as some of the boys they had passed came along.

Then the boys arrived with the bobs, and a second time she carefully tucked her skirts about her and prepared for the swift descent. This time three sleds started out together to race. She entered into the spirit of the occasion and nearly lost her balance looking back to see how

"You've got it all wrong," he explained. "I'm not a reprobate, and I'm not trying to steal Millie. We never expected to leave—that is, unless you want us to."

"And this was all part of a plan to gain my good humor?" she went on.

"Believe me," he said earnestly, "I had no idea who you were. It seemed to me that you wanted to take a trip, and it had done me so much good that I wanted you to try it."

For a moment her sharp eyes searched his face. Then she put out her hand.

"I believe you, Carl," she said. "Suppose you come home with Millie and me and talk it over. I suppose that even courtships are different nowadays, so I shall not hold that against you."

Carl lingered in the hall to struggle with his overcoat and to whisper to Millie, "I told you so." Miss Edith heard the soft sound that followed, but she only smiled indulgently, for Carl had won two hearts instead of one.

Dedicated to Mother.

Who is it knows just what to do
When things go wrong and life looks blue?
Who is it sings amid her care
And smiles when shadows bring despair?
Who is it through her changeless day
Unchanging goes her faithful way?
Who is it keeps the light, the home
Still sweet howe'er her loved may roam?
Mother!



LEICESTER & SWANNINGTON RAILROAD OF ENGLAND, GLENFIELD STATION, OPENED JULY 17, 1832, 76 YEARS AGO. Courtesy of Clement E. Stratton, M. E., member of the Society of Mechanical Engineers, Leicester, England. Mr. Stratton was one of England's representatives at the World's Fair, Chicago.

Who is it wins the crown she wears
When love lays wreaths upon gray hairs,
And joy on wings of softest gleam
Leads home her little ships of dream?
Who is it, though she goes not down
Each day to business in the town,
Still lifts her burden, toils her share,
Fulfills her trust and meets her care?
Mother!

Ah, mock her not who rules unseen
Of garish eye—a homespun queer,
A sovereign round whose scepter sweet
The liegemen of the hearthstone meet;
A monarch who has made the earth
A greener mold, of greater worth.
And builded in the hearts of time
The altar fires of faith sublime—
Mother!

—Baltimore Sun.

Railroad Courtship.

BY J. LUDLUM LEE.

(Copyrighted, 1908, by Associated Literary Press.)

Alice Twitchell stood in the concourse of the Grand Central station bemoaning her fate. She had just missed the 8:45 for Greenwich. Something (or was it someone?) struck her violently in the back, and she swung round just as a young man dashed by to the closed gate. She was adjusting a shaken puff when the youth returned full of apologies.

"I beg your pardon, but I did want to catch that 8:45 train the worst way," he said as he mopped his brow.

"So did I," replied Alice, with emphasis, "but I did not think it necessary to em-

ploy personal violence as a means of catching it."

Alice turned from the apologetic man, who stood regarding her with open admiration. The latter, or something magnetic in his personality, added to the thought of the two hours she had to wait before the next train left for Greenwich, made her hesitate.

"You deserve some form of punishment suited to your offense," she said, with charming assumed severity.

"Oh, I say," continued the man. "I'm no professional slugger, you know, just a plain, everyday lawyer running out of town for a holiday," and he produced his card in verification of the statement. "And maybe you'll be easier when I tell

you that there was a girl on that train I've been trying to meet for two years."

Alice read the name on the card, "Mr. Walter Witherspoon." Then she smiled. He followed her into the waiting-room, and they sat down on the uncomfortable benches. Conversation of an impersonal but interesting nature made the wait remarkably short. Once settled in comfortable Pullman chairs they were like old traveling companions.

"You see," Mr. Witherspoon was explaining, "this girl I missed on the other train is a peach—the prettiest girl ever—except you."

"Don't you think we might have a window open, Mr. Witherspoon?" Alice interrupted. Witherspoon opened the window and turned the conversation into a less personal channel.

"Where do you visit in Greenwich?"

"Oh, me—that is, I—oh, I am going to visit my grandmother," answered Alice, with halting speech.

"I bet she's a dear old lady," assured Witherspoon. "Now, this other girl that I was going to meet—she had no relatives."

Alice offered no interruption this time, and he rattled on.

"She's an orphan, no brothers, sisters, mother or grandmother—nobody but herself. The Hardys are giving a celebration of their wedding anniversary, and they asked Miss Twitchell and me. And, well, you know that all happy brides are matchmakers! But I'm jolly glad I missed her cause"—

"The next station is ours, I think," suggested Alice.

"By Jove, so it is," agreed Witherspoon. "How time does fly in good company! Say, there's a chap, Billy Brewster, who's going to be there, and he gets all the girls under the spell of his fascination. I thought if I could just head him off with this other girl—but now"—

"Greenwich!" shrieked the conductor.

It was quite dark when the two left the train, and Witherspoon bade reluctant adieu to his companion. He offered to find her a carriage, but she declined this

assistance. Then he asked if he might know her name.

"Smith," said Alice, "just S-m-i-t-h, the old-fashioned spelling, you know," and she was lost in the darkness and crowd.

Billy Brewster met Witherspoon with the trap, but seemed surprised to find him alone.

"Where's Miss Twitchell, old chap?



SWANNINGTON INCLINE, LEICESTER & SWANNINGTON RAILROAD.

Grade 1 in 17. Opened in 1833 and is still in use; always operated by a fixed engine and rope, as indicated by the guide in center of track. The Railway Club of Leicester visited the incline, resulting in the above picture. Mr. Stratton is the third from the right. —EDITOR.

She didn't come up on the other train," said Brewster as they climbed in the trap.

"Hanged if I know, Bill," assured Witherspoon. "And, for that matter, I don't care. I met the most beautiful girl on the train, and I'm all in. If it takes me a lifetime I'll find her and marry her."

"You ought to have lived in the twelfth century, Walter. They carried off the women by force in those days," encouraged Billy.

Once inside the Hardy country home the men were called to account. Where was Miss Twitchell? Mrs. Hardy expressed so much solicitude that Billy Brewster offered to go back and look for her guest once more.

Witherspoon turned to go to his room and change his clothes for the evening when the bell rang and Mrs. Hardy opened the door to admit the lost guest. Witherspoon caught her voice and stood glued to the stairs.

"Oh, I'm here all right," she said gayly. "Come up in a station trap. I missed the 8:45 and had to wait for the 5:45. Now, do let me run up to my room and get into a comfy light frock, and then I'll tell you all about it."

Half an hour later Witherspoon returned to the drawing-room. His collar seemed a bit too small, for he kept pulling at it. Why did his vest keep riding up! He pulled it down once, twice, and then again. Perhaps he was nervous. He stood by an open window smoking a cigarette, trying to look perfectly calm, when the rustle of silken flounces made him change color.

"Walter, come here," called Mrs. Hardy, "I want you to know the dearest girl, Miss Twitchell. You've heard us talk about her so often."

And, as usual, the woman saved the day.

"Mr. Witherspoon and I are old friends," said Alice as she took his hand and looked up into his eyes with a merry twinkle in her own. "But the person I want to meet is the invincible Mr. Billy Brewster, said to be world-famed for his fascination."

The guests at Mrs. Hardy's celebration, which lasted until Monday morning, promptly realized that two of the party were almost continually missing from the circle. When a bridge whist game was announced neither Mr. Witherspoon nor Miss Twitchell could be induced to make up a table. When swimming was suggested in the morning Alice declared it a bore to get ready, and Witherspoon agreed that sitting on the porch was preferable to a dip in cold water.

Try as he would, Billy Brewster could not secure a moment's conversation with Alice without seeing Witherspoon inconsiderately near and glowering at him. To be sure, they condescended to appear at meals with the other guests, and at the dance Saturday night Witherspoon was decently attentive to his hostess.

Monday morning arrived with unseemly haste, and who can say how it

happened that the wagonette would hold only six of the eight guests returning to town? And who will explain how it happened that Witherspoon and Alice were the two selected to go in a hired trap?

It struck Alice that the drive to the station was much longer than coming from it, despite the most agreeable company by her side. Finally the old horse drew up alongside the platform, and Witherspoon helped her out. She looked in all directions for their fellow guests.

"Why, where are the rest of our crowd?" she asked in amazement.

"A-hem!" started Witherspoon. "It looks as if we had missed another train."

"How can that be?" suggested Alice. "We started at the same time they did, and now we will have to wait 30 minutes for the next train. How could it have happened?" she repeated.

"Well, the fact is," confessed Witherspoon, "it didn't happen by accident. I paid the driver \$2 to miss the train."

Alice looked at him searchingly to see if she really heard him aright.

"You see," continued Witherspoon, "I wasn't going to have Billy Brewster staring at us all the way to town. I wanted you all to myself. And I want to say something to you."

"Not here in a railroad station!" cried Alice, with feminine premonition of what that something was.

"Why not?" asked Walter recklessly. "We're all alone, and I want to tell you that I love you; and, oh, Alice, won't you say 'Yes?'"

"Want the New York train?" yelled the station agent.

"Yes, of course," replied Alice.

Witherspoon beamed on her and grasped her hand. "Oh, sweetheart, if you knew what a happy man I am—and do you really love me?"

"I was speaking to the station agent when I said 'Yes,'" said Alice blushing. "But maybe the same answer will do for both."

She's Coming Home Today.

BY EDWARD E. WEBB.

Say! My ma's in the hospital.
She's comin' home today.
An' baby's in his bestest clothes,
An' pa's a feelin' gay;
An' dinner's almost ready now—
Ma's chair's a standin' there;
The kids is waitin' on the steps.
An' Bessie's combed her hair!

You orter seen her when she went!
Pa wrapped her up so slow.
An' took her to the ambulance
Jest still as he could go;

An' my ma's face wuz orful white,
 An' she wuz terr'ble thin;
 You bet we didn't none believe
 That she'd come back ag'in!

An' pa pulled all the curtains down;
 There wuzn't any fun.
 I had to feed the baby, an'
 Wuz fraid to play an' run;
 An' all the house it wuz so still,
 An' we was scared bec'uz
 There wuzn't anybody in
 The room where mamma wuz!

One day my pa, he took us there,
 An' we sat in a row
 On big chairs in her bedroom; an'
 My ma she did cry so,
 An' told us she wuz comin' home;
 She's comin' home today!
 She's comin' home to see us all,
 An' comin' home to stay!

Ge'e whiz! you ought to see them kids
 A racin' through the place!
 An' all the curtains is shoved up,
 An' Harry's washed his face!
 An' mamma's plate's got flowers on
 An' now us kids can play
 Cause mamma's comin' home again—
 She's comin' home today!

—*Milwaukee Sentinel.*

A Gentleman of Leisure.

BY CONSTANCE D'ARCY MACKAY.

(Copyrighted, 1908, by Associated Literary Press.)

It was said of him along the street on which he lived that Desmond Fitzgerald was as lazy as he was handsome. While his neighbors rose early and went to work Desmond idled about in the city parks, sitting on the benches and reading papers that brisker occupants had discarded. If this diversion failed he would stroll down Broadway, watching, with an eye keen for every detail of humor, the life that went on around him. Occasionally he procured a job and then gave it up as soon as he had acquired money enough to carry him through the next three weeks. And as his wants were small a few dollars lasted a long time. There was no one dependent on him, and that was the excuse he made to himself for being as shiftless a young fellow as could be found in a summer's day.

When the weather was warm he would loiter along the streets that bordered the water front, where the wind swept in fresh and cool and full of a tang of the sea. Here and there he met acquaintances loading drays and hauling crates. Perching in some convenient nook, Desmond would amuse himself for hours with comments on the season and the advisability of shirking labor whenever it was possible. It was on one of these occasions that he neared a dump where men on wagons and scows were actively

disposing of the city's rubbish. There he espied Thomas Macdonough shoveling away for dear life and the lives of others, for Thomas had a wife and six children.

As Thomas paused to wipe the sweat from his brow Desmond strolled up.

"How are you, Thomas, this fine day?" he asked sociably. "That must be hot work you're doing! Who'd think there was that much ashes and old tin cans in New York!"

Thomas' only answer was a grunt. He had no time for such aimless conversation as Desmond's. But the latter, not a whit disconcerted, sat on a barrel near by and watched the workers and beyond them the warehouses and wharfs and the forest of masts and smoke-stacks outlined against the radiant blue of the sky. Ferry-boats passed in the distance. Tugs went busily to and fro and rocked the grimy coal-barges with their swell. Presently a hundred bells and whistles proclaimed that it was noon, and Thomas dropped his shovel with a great breath and stretched himself.

"Why do you stop for such an insignificant thing as a midday meal?" queried Desmond amusedly, and then the words died on his lips at the sight of the girl who was bringing Thomas' dinner pail. She wore a pretty blue calico gown which gave a glimpse of her white throat. Her eyes were gray and frank as a child's. Brown hair curled softly around her forehead.

"Here's your dinner, uncle," she said. "I brought you some sandwiches that I made myself and a bottle of iced tea that will do your heart good."

"You're a jewel, Kitty," said Thomas, "a jewel worth having!"

So Desmond thought as he regarded her.

"Will you not introduce me?" he urged, plucking at Thomas' sleeve.

"Kitty, my dear," said Thomas, "let me make you acquainted with Mr. Desmond Fitzgerald, gentleman of leisure."

An adorable dimple showed in Kitty's cheek.

"Uncle Thomas must always have his fun!" she smiled. "Have you been working here long?" nodding toward the dump.

"I don't work here at all," answered Desmond.

"On the river, maybe," she hazarded, "or building houses?"

"No!" This guessing game was making Desmond most uncomfortable.

"Oh, then, you are on the street cleaning force!" she laughed triumphantly.

"Nonsense, Kitty!" her uncle interposed. "What's the good of all these questions? He's what I told you he was—a gentleman of leisure."

Kitty's face grew grave.

"You've been ill maybe and not fit to work?" She turned to Desmond solicitously.

"I don't work at all except when I have to!" he blurted.

"Oh!" said Kitty, and Thomas' iced tea was not half so cold as her voice. "I'd best be running home now," she said to her uncle. "The children will be looking for me. Good day, Mr. Fitzgerald," she added, with a half glance over her shoulder at the miserable Desmond.

"She's a great one to hustle, is Kitty," observed her uncle, his proud eyes watching her retreating form.

With noon came Kitty and Thomas' dinner pail.

"It is only for a sight of you that I'm here," announced Desmond.

"Did you kiss the blarney stone for breakfast?" said Kitty. Her look of approval brightened Desmond somewhat, but he was still in a disgruntled mood.

"What's the use of a man's having to work at all?" he complained. "That's what I don't see! Of course it's different if you have a fine, easy job. I wish I had one like Matthew Carroll's—no work and plenty of pay—or Jim Johnson's, bossing a lot of ditch diggers. That's a comfortable thing! 'Twas by pull he got



RESULT OF A DAY'S DEER HUNTING BY BROTHERS OF DIV. 430, TRINIDAD.

Composed of Bros. J. A. Lackey, J. H. Pelkington, A. P. and H. Coppers, and a guide.—Courtesy Bro. J. A. L.

"Do they need extra men at this job?" was Desmond's abrupt query.

"They do," replied Thomas, and Desmond went to work next day. It was very hot, and his muscles ached, and he began to think how refreshing it would be to be sprawled on a park bench drowsily reading a paper and listening to the sparrows twittering about the fountain. Shoveling at the dump was the hardest work that Desmond had done in the course of his 25 years.

"Bad luck to me for tackling it!" he muttered. "And won't I get out of it in the mischief of a hurry!"

it, and I wish I had his luck. Then," with a meaning glance at Kitty—"then I'd have a wife and live in fine style."

Kitty's cheeks flamed and her eyes flashed.

"The man I marry," she cried, "will fight his own way up. He'll have a backbone, not a wishbone, Mr. Desmond Fitzgerald."

The phrase dwelt with Desmond the rest of the day. He shoveled vengefully.

"A backbone instead of a wishbone," he kept repeating. "The cheek of the girl to say a thing like that to me!"

His anger at Kitty became more and

more poignant, and when Thomas spoke to him he made it apparent that he wished to have nothing further to do with any member of the family of Macdonough.

Next noon a tousle-headed youngster brought Thomas' dinner pail.

"Where's Kitty?" Desmond ventured to inquire.

"Sick." Thomas was huskily laconic.

Desmond's anger cooled with a suddenness astonishing even to himself. A lump rose to his throat and a quick mist to his eyes. Sick, was she, the poor girl! Like as not she had overworked helping her aunt and the children. What she needed was some one to watch over her and take care of her. He would buy her some flowers that very evening. But when he came to turn out his pockets he found that 50 cents comprised his worldly store.

"It will buy a dozen of some kind of posies, though," he thought "and what's a bite to eat compared to that? I'm not hungry, anyhow."

He found his way to Kitty's tenement with a box of pink carnations and Kitty's aunt opened the door.

"Who will I say they're from?" she questioned in the subdued tones people use in sick-rooms.

"Tell — tell her they're from Desmond," he stammered, swallowing hard. He groped his way down the rickety stairs, inwardly determined to send her roses every other day. As for the money, he could work evenings. There were always plenty of odd jobs for a man who was willing.

So each morning Thomas told him how she was, and all day long and far into the night Desmond worked with passionate energy, an energy which helped him in part to forget two dreadful questions: What if Kitty didn't get well? And what if there were another man whom she loved?

"And not the lazy vagabond I must have seemed," reflected poor Desmond, musing bitterly on his wasted years.

But Kitty gained and gained and was sitting on a rocking-chair by the window when Desmond went to see her, a box of roses under his arm. She was as pale as

the soft white wrapper that she wore, yet she flushed at the sight of him and held out a thin little hand.

"Oh, Desmond," she said, "you've been so good to me, and the flowers were lovely. I couldn't have got well without them. They made my room like a garden when I used to lie there and look at them. And they tell me—they tell me you're doing fine!"

"If I am it is all owing to you, Kitty," said Desmond, fumbling in his pocket.



NINE DEER, RESULT OF THREE DAYS' HUNT.

Four Brothers of Subdivision 430, Trinidad, Colo. They must be pretty good hunters to get such a result.

"What have you there?" she cried.

Desmond looked a bit shamefaced and drew out a wishbone.

"Do you mind what you told me about a backbone being the best thing in life? I've brought you this as a sign I'll win my own way up instead of wishing."

Kitty's eyes danced.

"But, Desmond," she objected, "the bone was meant to be broken, so suppose you take one wish more, the last of all, and then have done with it forever? 'T will be a kind of celebration."

"Right you are!" cried Desmond.
"Here goes!"

They pulled.

"I win!" cried Desmond breathlessly,
"I win! And do you know what it was
that I wanted? I wished that I might
marry Kitty Macdonough, the sweetest
girl in the whole wide world."

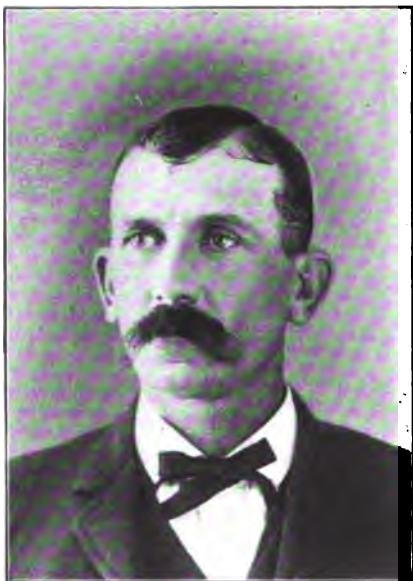
Kitty hid her blushing face on Des-
mond's shoulder.

"And I wished the very same thing,"
she whispered.

An Attorney's Coup.

(Original.)

Having a case in court, I was waiting
until the one on the docket was disposed



BRO. C. J. BROCK, MEMBER OF DIV. 239,
Who is in a Mexican prison at Guadalajara be-
cause of a wreck. This cut should have appeared
on page 1094, December JOURNAL, but was not
ready in time.

of. A young girl was trying to break her
father's will. He had been bedridden for
some years before his death, his sister had
taken care of him, and he had left her all
his property on her verbal promise that
she would take care of his daughter, his
natural heir. It was claimed that the old
man had been incompetent to make a
will and that his sister had used undue in-
fluence to make him do so in her favor.
At any rate, she had but meagerly ful-
filled her promise to provide for the girl
who should have inherited.

The attorney for the plaintiff was phys-
ically and mentally a splendid man; the

attorney for the defendant had a bad case
and resorted to pettifoggery. The girl
from whose claim he was defending his
client sat motionless, with her face
toward the jury. Her countenance wore
an expression of habitual sadness.

As the case proceeded the attorney op-
posing her case seemed to be disturbed
over the effect her personality was having
on the jury. There was little available
evidence to prove her claim, and he had
no doubt but for this personal charm that
he would win his case. Finally he deter-
mined to take advantage of a statement
made by his antagonist to forestall this
effect.

"It's impossible," said the girl's advo-
cate, "that my client should have seen all
that was going on in that household for
the reason"—

"If your client," interrupted the coun-
sel for the defense, "could not see what
was going on in that household with eyes
which she is now endeavoring to win the
jury to her side, then no pair of optics
can see anything."

His opponent stood motionless, with his
eye fixed upon the pettifogger, while the
seconds were being ticked away. He
neither spoke nor gave sign that he in-
tended to speak. The silence of the court
room was unbroken. Judge, jury, even
the clerk of the court, who had been driv-
ing a pen, looked at him fixedly. The
thrust had jarred upon their sensibilities,
and they watched intently the lips from
which a defense was expected. The girl
sat apparently unmoved.

At last her defender relinquished his
statuesque rigidity and, after slowly rais-
ing his right hand in gesture, began to
speak in a voice which, had not the court-
room been perfectly still, would have been
inaudible.

"There are eyes," he said, "that will
perceive evil where no evil exists, because
when turned in upon themselves they can
see no good. There are eyes that can see
no evil because introspection reveals only
purity. But, whether they see good or
evil, they are blessed with the power of
sight. When their eyes are opened in the
morning they may revel in a beautiful world
slowly emerging from the night shadow.
For them the dawn unveils the plains, the
valleys, the hills or the mountains. They
may see the waves of ocean rolling with
their green concave and white, shaggy
manes upon the sands, breaking the
sunshine into myriads of sparkling gems.

"But there is more, far more than this,
to delight them—the forms and faces of
those they love. The lover may look
upon the features of her who, in his eyes
at least, is always beautiful. The mother
may see her newborn babe lying beside
her and experience therein the great joy

of her life. The young may look with reverent affection on those who have begotten them. These and myriads of other objects are the heritage of those who have been blessed with sight."

The speaker paused, then continued in a still more impressive tone:

"But what shall we say of those condemned to live in perpetual darkness? For them nature has no pictures. They may feel the pressure of a hand, but can see no smile of welcome nor the lovelight dart from the eyes of those they love. They are prisoners in a dungeon."

The speaker paused again. Every eye except that of the young girl whose case was being tried was fixed upon her defender. Hers were fixed straight before her. Lowering his voice almost to a whisper, her advocate added:

"Gentlemen of the jury, my client is blind."

It was some time before the sounds incident to a court room recommenced. When they did they served for a background to the monotonous reading by the judge of his charge to the jury. No one of the jurymen listened to it, for the mind of every one of the twelve was made up. The pettifogger had furnished the counsel for the plaintiff with a lance which the latter had hurled back, shattering the defendant's case. When the reading had been finished the foreman of the jury announced that they had come to a verdict without leaving their seats. He then announced that they had found for the plaintiff.

There was a demonstration in the court room which the judge was unable to check. The girl's attorney told her that there were many present who desired to offer congratulations. She stood up, and every person in the room passed her with a pressure of the hand.

The will was broken; she was rich.

When the last person had congratulated her a double line was formed, through which, on the arm of her counsel, she walked out of the room and to a carriage.

Then for the first time those left behind looked for the defendant's counsel. He had slipped out unnoticed.

F. A. MITCHELL.

A Workingman's Church.

BY THE REV. CHARLES STELZLE.

Recently an earnest and, I believe, thoroughly sincere trade-unionist advocated the plan of organizing a church within the ranks of organized labor, which should be composed exclusively of working people, who made a profession of Christianity. The ministers, the officers, the teachers, the singers—all who had anything to do

with this novel organization, were to come from the ranks of the toilers.

Repeatedly it has been suggested to me that I organize the Christian trade-unionists in the labor movement into separate trade-unions. But always have I declined to become the advocate of such a scheme for practically the same reasons that prompt me to disapprove of the organization of working people into separate religious organizations of any kind.

Perhaps the strongest objection to such a plan is the fact that workingmen themselves do not believe in "class" churches. I once wrote to three hundred of the prominent leaders of labor, asking their opinions concerning the organization of a distinctively "workingman's" church. Only three of the three hundred were favorably disposed toward the proposition. Among the reasons given for opposing it were the following: "If true religion means anything, it means the Fatherhood of God and the brotherhood of man, and an exclusive church would be contrary to that doctrine." "While workingmen are poor, they are also proud, and they would be slow to connect themselves with an exclusive institution which might possibly be dubbed 'a poor man's church.'" "A church established exclusively for the workingman would deteriorate. There would ultimately arise a secluded, isolated and forsaken spirit, that would eventually end in strife and dissatisfaction."

One of the reasons given for the organization of this "workingman's" church is that the church is making "many great and grievous mistakes." But isn't that also true of the labor union? Must we therefore pull out of the labor union all of the Christian men and those of high moral principles and place them in a separate organization? Is it not better to keep them where they are, so that through their influence they may correct the errors which are now being made? This is equally true of the church. We need every loyal Christian trade-unionist in the church, just as we need the loyal Christian trade-unionist in the labor union.

Such a process of seclusion as has been suggested would also result in a sort of pharisaical spirit, which would practically destroy the influence of the Christian men who would engage in such an enterprise. The "I am better than thou" attitude makes few converts.

What we really need today is a straightforward, manly, Christian life lived out both in the church and in the labor union, without much flourishing of trumpets. That kind of living will soon rectify the mistakes both in the church and in the labor union, and it will also usher in the day when there will exist a truer spirit of real brotherhood.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

At the Birth of the Year.

'Tis a beautiful custom to sing
A salute at the birth of the year,
While one's fancy is out on the wing,
And one's bosom is truly sincere.
Here tonight in the gloaming I sigh,
'Twixt the old dying year and the new
With a moisture bedimming each eye,
And a heart that is tender and true.

Now a Happy New Year to you all,
May you never know sorrow or pain!
May prosperity come at your call!
Evermore in your cots to remain.
'Tis a most strenuous life at the best
Which we lead on the railroads today.
If our lips but wing forth a brief jest,
In our grief it is driven away.

Here's a Happy New Year to the flag
That is floating unblemished above;
We were never much given to brag
Of how dearly that banner we love.
It is floating for justice and right,
And has never been soiled by a stain.
And whenever it enters a fight,
On the field 'twill unsullied remain.

To our friends a most Happy New Year;
They are numerous over the land.
They have always kind words and good cheer,
And a big hearty shake of the hand.
They will ne'er find occasion to frown
At us making tyrannical laws,
For our banner we'd surely pull down,
Ere we'd lose their respected applause.

May great Jove in His infinite love
Be our Father and friend here on earth;
When He calls us to mansions above,
May He grant us eternity's birth,
To sing praise round His merciful throne,
Where there's neither a heartache nor tear,
Or a sorrowful sigh nor a moan,
Or a wish for a Happy New Year.

SHANDY MAGUIRE.

What the B. of L. E. is Doing.

FOND DU LAC, WIS., Dec. 12, 1908.

EDITOR JOURNAL: Referring to the article on page 1041, December JOURNAL, entitled "Knockers' Auxiliary, B. of L. E.," wish to say that the only fault I find with it is that the Brother did not sign his name. I think "Experienced, Div. 269," as he signs, is all right and needs no apology by the Editor. To say more is needless. Our greatest trouble is from our own members who do not attend meetings when they have an opportunity, and I expect to carry out section 44, page 83, of the Constitution, to the letter as long as I am F. A. E., as I believe it is the wisest law on our statute book.

Since my return from Columbus I have reflected considerably on the good things we receive at the hands of this grand old organization; for example (say nothing of conditions, rate of pay, etc., established wholly by the B. of L. E.), we constantly make new laws to benefit the present and future membership. One of our members has been placed on the voluntary relief fund. He receives his insurance and no one is required to pay an assessment to meet this. I also note that there are 60 members so placed and receive \$25 per month. Where is any other fraternal order more benevolent than that? The indigent fund has long been established. Our accident insurance is a money saver for our members.

Is there any good and valid reason why men should not be anxious to enter the ranks of our Order when they are permitted to do so?

Last, but not least, by any means, I wish to say a few words in connection with our grand home as proposed on the corner of Ontario street and St. Clair avenue, Cleveland. A friend of mine sent me a copy of the *Cleveland Plain Dealer* of Nov. 28, which contains a sketch of our Grand Officers and perspective view of our grand home which, when completed, will cost about \$1,000,000, or \$15 apiece. I would be glad to pay my share at once if it could be done; so the income from

that building used on our old and disabled Brothers will be a grand lasting monument to this Order, and if we were willing to pay this up we could have that income at once. I will not go into figures, but your delegate can tell you all about it, as he has a perspective of the building, it being the most imposing of the two, giving a rental, etc.

Now, I wish to talk a few words to the knocker and that is only this: I know if you will go to your next meeting and knock just as hard as you do in the roundhouse or street corners you will go home a great deal wiser than you were when you went, and you will resolve in the future to do your work there instead of at the roundhouse.

Brothers, I know whereof I speak, and the knockers in my vicinity have joined the active force, and we have no more fault to find.

Now, one word to the correspondent: I used to like to read your article and enjoy it, notwithstanding you differed from me; but now I can only look at the place where it used to appear filled up with something not half so interesting. Now, Brothers, turn over a new leaf with the new year and exchange opinions in our Correspondence Department, and let the readers be the judges. New ideas will be introduced of vast benefit to the Order, as shown in the beginning of this article. Wishing you all a Happy New Year, I remain,

Yours fraternally,
J. F. FREENOR, Div. 372.

Goodfellowship.

DANVILLE, ILL., Dec. 4, 1908.

EDITOR JOURNAL: Your two editorials in the December JOURNAL, 1908, "The Christmas Spirit" and "Genuine Success," are of a character that I wish all the Brothers of every Division would commit them to memory and put them in practice this coming year. On personal responsibility with the obligation in view not to wrong a Brother nor see him wronged if in his power to prevent, and I will here say much ill feeling and selfishness would soon be

forgotten by living up to the obligations and attending the Division meetings regularly where the charter is held as a sacred trust: not the sand houses, roundhouses, water tanks or saloons, as this Brother of Div. 269 puts the place to adjust all grievances.

I am not presuming when I say living up to the four grand mottoes of the B. of L. E. will make pleasant greetings on the road, happy homes, better Division meetings and fewer expulsions.

I am not in active service, but I am interested and I have always attended the meetings and have felt the uplifting influence that comes with the brotherly fellowship that goes with our Order if we live up to its teachings; and in this connection I wish to express my thanks to Division 11 for the kindly interest they took in looking after my wife and myself while we were in the College hospital in Indianapolis, to Eastern Chapter, Masons; to the Auxiliary of the B. of L. E., in Indianapolis; to Dr. Wales, specialist, and all the hospital nurses for their very kind treatment.

Only those who are sick and healed by those who act the part of the Good Samaritan can fully realize how much we may be to one another with a little effort in line with the Golden Rule, which is the foundation of the law of our Brotherhood.

Hoping the holidays have brought joy and goodfellowship to all our members and that the New Year will bring prosperity, I remain

Fraternally yours,
J. O. DETWEILER, Div. 100.

Bro. W. Smith, Div. 286, 44 Years' Service.

EDITOR JOURNAL: Enclosed you will find a photo of Bro. Wm. Smith, also one of the little "Pittsburgh" engines which the Brother handled in the pioneer railroad days of Northern Michigan.

Brother Smith enlisted in the Union Army in November, 1861, and served in a cavalry corps in the Army of the Cumberland until December, 1864, when he was mustered out of the service. Coming to Ft. Wayne, Ind., he was informed that a number of firemen on the Pittsburgh, Fort



BRO. W. SMITH, DIV. 286.

Wayne & Chicago Railway had been drafted, and was encouraged to seek a position on a locomotive. On the 10th of February, 1865, he was given the desired situation and remained with the company until June

29, 1870, when he was transferred to the Grand Rapids & Indiana line. On December 24, 1870, he was promoted and has been in continuous service as a locomotive engineer since the date last given.

The G. R. & I. Ry. Co., having always been considered a part of the Pennsylvania Railway Co. system, it can be said of Brother Smith that he has given 44 years of his life in the service of the last named corporation.

Brother Smith is now 65 years of age and desires to retire from active service under the pension law of the Pennsylvania Company's lines.

Our Brother has been in charge of first-class trains for 37 years and has never had a passenger behind him injured. He has received personal injuries only twice; once when he jumped as his engine was clearing the right of way of a sleigh load of logs; the other time was while sleeping in the roundhouse at Mackinaw City.

Brother Smith has been an honorable and consistent member of the B. of L. E. since 1873, and has hosts of friends both in and out of the railway service, all of



CLASS OF LOCOMOTIVES ON THE GRAND RAPIDS & INDIANA, IN 1868.

whom wish him good health and many happy years of life after quitting the arduous vocation which he has followed so many years.

The locomotive shown is typical of the class purchased by the Grand Rapids & Indiana Railway Company from 1868 until 1880.

Faternally yours,
J. W. READING, Div. 286.

To Our Brother Poet.

Whose poems do we love the best
In all the land from East to West;
Who to us noble thoughts inspire?
"Shandy Maguire."

Who fights our battles on the road,
And tries to ease the heavy load;
Who with his pen great deeds acquire?
"Shandy Maguire."

Who when conventions assemble round,
With ready pen will there be found;
Who is this hero, you inquire?
"Shandy Maguire."

Who when a Brother's in distress
Will write of all his "talents" best,
And set officials' hearts on fire!
"Shandy Maguire."

Who is the railroad man's best friend?
'Tis he, who thus can wield the pen:
Who to the poet's chair aspires?
"Shandy Maguire."

The poems always clean and bright
We all do herald with delight;
Who entertains us by the fire!
"Shandy Maguire."

When day hath faded into night,
And, seated by the evening's light,
Whose poems do we never tire?
"Shandy Maguire."

Who when the funeral dirges sound,
Can pass the news so gently round,
It sounds like music from the choir?
"Shandy Maguire."

Who will write when "Shandy's" passed away,
When in his grave he silently lies,
Whose name will pass from sire to sire?
"Shandy Maguire."

But let us praise him while he's here;
Long may he live for many a year!
Whose happiness do all desire?
"Shandy Maguire."

And now we'll bid you au revoir,
This pen you've never heard before,
'Tis from the one who doth admire
"Shandy Maguire."

The Engineer Out of Work.

It feels mean to be idle, but the slump came that put him down and out. There were some vacancies in the banks, also in

the diplomatic service. There were men wanted in the House of Representatives. Some chairs in the Senate needed occupants. There is likely to be a vacancy in the Presidential chair but, somehow, the men that have faithfully carried far more responsibility than others do not fit in, for, once an engineer means a life service until accident, death, or hard times changes the program.

Walking the streets is hard work to those who have had little practice. Scrimping poverty sours a man who has been generous to a fault and perhaps improvident when times were good and money plentiful. He feels that every eye is on him; his clothes get threadbare; his boots down at the heel. Still there is no job in sight; but out west, or north, or somewhere there is work in plenty, so he starts across the continent to meet disappointment everywhere. Only the kindly words of the Brother engineer and the delicately tendered aid are bright spots so refreshingly green in the desert of trouble and hope deferred which maketh the heart sick.

It is hard to be a tramp without practice, but relentless fate or the thought of a young family goads him to make another effort and still another, until perhaps the blue waters of the Pacific appear in sight or he is stopped by the eternal snows of the north, and hope is still deferred and the heart still sick.

He is not to blame. It is not the engineer that caused the hard times. He did not manipulate the stocks to bring disaster in the money market. He never wrecked railroads nor insurance companies. It was not his hands that tied up the empty cars from the Atlantic to the Pacific, nor put the engines in the spare shop, yet he is the great sufferer.

When everybody was asleep his eyes were open and straining to see through the dark wet fog. Year after year in the long night runs his watchful care preserved the lives of the passengers and the company's property and oh! the torture of keeping awake in the early morning of summer time. It is perfectly cool and sleep is heaven's panacea for a weary frame or a sea of troubles, and everybody is having it save the night birds of the railroad. He used to have ample time for sleep (if the flies would let him) and a good place, but now, though he has the time, no bunk or bedroom door swings open to his touch.

Thousands of miles away from home—but how fast the heart travels. He instantly sees the little hearthstone at which the wife is trying to teach the little ones "Now I lay me down to sleep," while they wonder where papa is. Or, here is another picture which may be

true: Away in an eastern town on the sea coast is a white cottage with green Venetian shutters and climbing roses; a little white gate in front, and on the chain that holds it are two curly-haired tots with their necks craned to see down the dusty road. They are looking for papa. They look every day but he does not come. Free rides are out of date for even engineers and perhaps 8,000 miles divides the father from the home.

Boys, you never made the slump. Just swallow your pride, take any job that offers, but don't try for the presidency or governor of the State. You have not a ghost of a show. You never learned to pull wires and you are too old to learn. Honest labor is better than idleness, and by and by the sun of prosperity will shine on our country as of yore. Cheer up, boys. You will never suffer from that awful thing, the gout, while the pay car neglects you and though a usually kind Providence has allowed hard times to come, it is all for the best. It teaches the mutability of human things and the startling fact that the unseen is the real.

Somewhere across the border in the delectable country there is a place for the engineer out of work, where all wrongs are righted.

I am with you in sympathy and experience.
G. W. M., Div. 68.

Greetings to the B. of L. E.

GUTHRIE, OKLA., Dec. 5, 1906.

EDITOR JOURNAL: At this writing, Dec. 5, it is Christmas month and the last month of the year. The past is gone forever, but we can build and benefit in the future by accepting the fruits of the past. The mistakes should be avoided. Experience should be a good teacher, though the lesson has been a severe one.

To the Grand Officers and members of our Order I extend heartfelt good wishes for a Merry Christmas and a Happy New Year. I hope, with God's help to all our membership, the year 1909 will be a prosperous year. To many of our membership will come disappointment, but in this battle of life we must meet all conditions with Christian fortitude. We know one thing certain, this life must end, and we should endeavor to so live that when called away the world may be some better because we have lived.

The Brotherhood of Locomotive Engineers as a labor union for its members in their hazardous calling has surely done a great good, and although over 40 years of existence, its mission is far from being done. Long may it live, and success always be upon its banner.

I am sending you, by permission, an en-

closed letter shows, an article which I hope you can publish. Judge R. L. Williams, chief justice of the supreme court of Oklahoma, is its author.

CROSSING THE JORDAN.

Transition from a territorial régime to that of a commonwealth, by Chief Justice R. L. Williams.

The same human nature that existed in the Hebrews when they were favored with the personal visitations of Jehovah under the theocracy, remains in the human heart today, except as it is influenced by the spirit that Christ's mission on earth turned loose in the hearts of men. The selfish man, without its restraint, can not morally stand prosperity. The Hebrews, when they selfishly prospered, always went astray into idolatry or ungodly practices. Then followed intervals of captivity in Babylon, or nearby countries, in which there was severe retribution. As a result of their envy and greed they are found down in Egypt, for 320 years in bondage, as hewers of wood and drawers of water. The same merciful God that brought them back from Babylon, started them back to the promised land. But the same old sin—impatience, greed, selfishness, and envy—manifested itself. They thought they ought to cross into the promised land—and live in plenty, in less than a fortnight. They wandered and were lost, and for 40 years traveled through the wilderness. They doubted God; they lost faith in Moses; they induced and aided Aaron to do wrong—because they were not willing to meet the high test of perseverance, fortitude and faith, that was required of them to travel through the wilderness, over the Jordan into the promised land.

The people settled in Oklahoma and Indian Territory in a kind of political vassalage. They bore the relation in modern times to the federal government somewhat akin to that of the Hebrew people to the Egyptian government. The Hebrews were a capable race, competent to build a government and to administer it, but on account of sin and transgression were carried into Egypt, where they were deprived of rights theretofore exercised by themselves.

The people settling these territories came to better their condition. As a rule they were not quite as prosperous as their neighbors or fellows in the other States. A few ambitious men in finance and enterprise came to enrich themselves, but the great majority for homes, to establish and own a permanent place of habitation. The church-house would be built, cemetery laid out, the neighborhood schoolhouse erected—these would be as sacred in this new country as those left behind on the far-away hillsides, plains or valleys.

No doubt a great many people were impatient, and expected statehood would usher them into conditions likened unto the land of milk and honey in the days of old. When the Jews were taken back to Palestine, they went to a land of opportunity. When we merged into statehood, that transition brought us into an era of opportunity.

Whenever those holding the reins of government either passively, covertly, or openly sought to

postpone that day of opportunity, not joining in the effort to better our conditions as then circumstanced they forfeited their right to the favorable consideration of the suffering masses—they would have been Tories in the days of the Revolution.

The Hebrews owed Pharaoh nothing, because he did not seek to make their condition tolerable; and the people owe nothing to those in authority who do not set in motion efforts and designs needed for the public welfare.

A state cannot be successfully built in a day, nor in a year. But if it is started out on the right principles of justice and good faith,—with equal rights to all and special privileges to none,—those that help launch her, and with an honest heart and sincere purpose, help to continue and maintain her on this journey, will all be repaid in moral principle and moral perpetuity. They may not get their acknowledged recompense at this time, but just as sure as right prevails, and God continues to reign, that day will come. The men in Grecian history, like Aristides, the just and truthful; in Roman government like Brutus and Cicero and the Gracchi,—who remained true to right long after those governments have crumbled and gone to ruin on account of their excesses and corruption—now live as bright stars in the great midnight of the corruption and excesses of those ages.

In no other State of this Republic, except that of Oregon, has the governing power been so directly placed in the hands of the people. In the democratic government of ancient Athens there was class distinction, and not popular suffrage. In the time of the Judges in Israel only is the principle of the rule of the people as provided in our Constitution approximated in the Old World—with every civil privilege there is a resultant duty imposed on the citizenship—when such duties are neglected a public wrong is done and neglect becomes a reproach to such principle of government—it is the duty of every citizen in Oklahoma to directly participate in the settling of all public questions, for three reasons: First, because of his moral duty. Second, because of his personal interests as a citizen. Third, because of the practical application of the reserved power of the people to directly legislate for themselves. A neglect of this duty lends force to the argument long advanced that such plan is impracticable. Life, liberty and property should be sacred, and every Oklahoman should carefully, vigilantly, and patriotically act his part as a citizen in causing to be framed and enforced all needed laws to protect not only life and liberty, but also property, for the public welfare and individual happiness. No war should be made on property *per se*,—only when it is unlawfully used or acquired should the arm of the government be levelled against it or the individual or corporation so using or acquiring it. The greatest individual development consistent with the natural rights of others should be encouraged. By such means the individual is equipped to participate directly in governmental affairs. Fidelity, honesty, integrity and justice should characterize not only our individual citizenship and business transactions, but also all our political and public affairs. The man that exercises his suffrage with

this high purpose can be expected to exemplify the same in the private affairs of life. And such a citizenship has a right to demand such a high standard not only of public officials, but also of party officials. He who will deceive and misrepresent in political affairs cannot be trusted as a public official. And when such wrongs are done and continued by political leaders, let's examine our individual conduct and see whether or not we are responsible therefor either on account of our neglect or express act. Let's on this first anniversary of statehood reconsecrate ourselves to the resolution to faithfully, carefully and vigilantly perform every duty required of us as citizens, and accordingly so act that Oklahoma may be, and continue to be, not only the best governed State in the Republic, but also all her resources fully developed.

There is not a railroad employee in this State but knows him. He has always been their friend. He wrote the Fellow-Servants proposition for our constitution, and at all times he has been at the front, defending the right and condemning wrong, from whatever source.

As a tribute to his sterling worth he has just been elected for a term of six years supreme court judge, without opposition. That alone is food for thought. His article shows in some degree the character of the man.

Again wishing you all health and success, I am,
Fraternally,
W. T. FIELD.

The Angel of the Cedar Swamp.

Squire Edwards, a wealthy farmer, owned half a county, of which the larger portion was a cedar swamp of no earthly use save for the timber which was gotten out during the winter. The new railroad which cut through his property had drained completely hundreds of acres of what proved to be the best of soil, and the old man was grateful, as were other neighbors, for the improved value of their property.

Near the old gray mansion, which stood on an elevation to the north, the railroad company had put in a siding and made a wooding station of the place.

The night freight each way would stop there for fuel, also the way freight, which went east in the morning and returned in the evening, and it is with this train our story has to do.

It was early summer and the harvest-apples were ripe when the way freight made its first trip east, and on its return west, when the engine stopped at the wood rack there was a basket of early Astrakhan apples standing on the wood-pile. Of course, the boys found it and soon cleaned out the basket, and day after day, without fail, on the evening run there was the self-same basket filled with

the best fruit the orchard could supply and, of course, the story got all over the road and was the common talk. When the harvest-apples were done Bartlett pears came, and not a man on the train knew who was the cause of so much thoughtful consideration, but they made some effort to find out. They would come in ahead of time noiselessly, and occasionally they saw a figure in white flitting through the big orchard that surrounded the stone mansion.

Sometimes when the weather was very hot a big jug of iced milk found its way to the wood rack and just in time for the train.

All hands knew the gifts were from the home of the squire, but who brought them down was a conundrum. So the deaf old watchman that piled the wood on the racks was bribed with the promise of the best Christmas turkey Salem could supply if he would unravel the mystery.

Old Nick was a good refter and every afternoon when the racks were filled he took a nap while waiting for the way freight, and it was during his sleep that fairy hands supplied the fruit, and sometime when the old man was home the basket was taken away.

One day a fair form was seen in the orchard and Nick climbed the fence and interviewed Miss Nelly Edwards, the only child of the squire.

Nick told of the interest the men were taking in their mysterious benefactor and how Jack Dean, the red-headed engineer, had promised him the biggest Christmas turkey in Salem if he would find out who had brought all this fruit during the summer. Miss Nelly promised to find out if given a week, but also said that they had bigger turkeys on the farm than Salem had and, incidentally, made Nick lug home a bag of Northern Spys.

In his report to the men he described the angel in the orchard, the carrying home of the Northern Spys, and the promise of the turkey. So it was plain there was bribery on both sides.

Jack got even by an awful threat that if Nick did not find out in two days who brought that fruit he would take three cords of wood every day in the future.

Next day Nick was attending to business, but out of sight, when two ladies slipped down through the orchard to the hole in the fence and one of them, a pure-blooded African, put the basket in its accustomed place. Nick's report only added fuel to the flame, for Jack was desperately in love with somebody he had never seen. So, as love laughs at locksmiths and every other impediment, he got leave of absence to rest his ankle which had been injured in a wreck and became swollen and painful if he used it too much. Getting a pass

to Salem, he arrived there on the morning train and, with nothing but a walking-stick, he struck out for a three-mile walk to the Squire's. Arriving there very lame, he asked the privilege of resting on the veranda. "You know my weak ankle has given out and I really cannot walk any farther."

Miss Nelly answered the bell and made him come in, when, getting hot water, she compelled the blushing engineer to uncover the whole foot, and after bathing it thoroughly he found a great relief.

Of course, they began to talk and Jack told of being engineer of the way freight and, being away for a holiday, he thought he would call in person and return thanks for a whole season's kindness which was appreciated more than he could tell; and father and mother enjoyed the recital better than anybody else, as they had been in ignorance of it before. Jack was soon on good terms with everybody. His railroad stories pleased the Squire, who insisted the sick man should stay at the house for a few days, an invitation which was gladly accepted.

In the morning everybody met in the huge dining-room for family worship. The old man conducted it and prayed so earnestly for the "stranger within our gates," for his recovery to health, that the red-headed hypocrite was for once ashamed of himself.

The sick man stayed over Sunday and went to Ebenezer Baptist Church, where the Squire was deacon and Nelly soprano soloist.

It might have been a real good sermon. Who knows? Jack knew when it was over and was glad, for did he not have the back seat with the soprano and father and mother had the front seat and talked of the sermon all the way home?

Monday morning the buggy was at the gate and Jack bid a kind goodbye to all hands, including Dinah, the cook, and with Nelly as driver they started for Salem station.

How short the road! It is a pity a horse doesn't know enough to walk. Near the station Nelly wanted to know, with a wink, if there was not a way of getting that ankle out of order again; and then Jack blurted out the truth—that he could make it inflame any time; but in excuse for his deception he said,

"If you only knew how anxious I was to see you I am certain I would be forgiven."

Next week Jack mounted a coal-burner on the express which did not stop at way stations, but every time he crossed the trestlework near the orchard the crossing signal was given and there was not a level crossing in a mile.

In the daytime when the fast trains

thundered through there was a white handkerchief waving from the veranda of the gray mansion.

Of course, Old Nick got two turkeys

A couple of years came and went and Jack had a hearty welcome on his frequent visits, and one day a goodly company gathered in the orchard when the blossoms made it look like a fairy palace and, after the minister had performed his pleasant and extremely important task and the royal spread had been done justice to, Jack took the Angel of the Swamp to be the guardian angel of his home beside the sea.

G. W. M., Div. 68.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Dec. 2, 1908.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for November, 1908:

FROM B. OF L. E. DIVISIONS.

Div.	Am't.	Div.	Am't.
25	10 00	301	5 00
41	10 00	311	5 00
52	12 00	327	12 00
58	12 00	401	10 00
60	12 00	404	12 00
75	5 00	414	5 00
90	10 00	422	10 00
101	5 00	452	10 00
108	15 00	457	10 00
117	10 00	471	5 00
135	5 00	494	12 00
145	10 00	510	10 00
154	10 00	527	12 00
173	10 00	565	5 00
195	10 00	577	11 00
217	10 00	602	10 00
234	5 00	640	12 00
237	10 00	705	10 00
240	10 00	708	10 00
269	12 00	709	5 00
276	10 00	717	5 00
297	15 00		
Total			\$404 00

FROM G. I. A. DIVISIONS.

Div.	Am't.	Div.	Am't.
27	5 00	180	5 00
28	3 00	182	2 00
30	5 00	198	5 00
31	5 00	204	2 00
33	5 00	207	5 00
50	5 00	213	5 00
55	2 00	215	5 00
59	5 00	217	2 00
60	3 00	242	2 50
63	1 00	244	5 00
64	5 00	252	5 00
65	2 00	258	3 00
66	2 00	274	5 00
71	5 00	278	5 00
76	1 00	281	5 00
78	5 00	294	5 00
79	5 00	295	3 00
84	5 00	299	2 00
85	5 00	301	2 50
86	3 00	302	5 00
88	3 00	307	5 00
89	5 00	319	2 00
91	1 00	327	2 00
100	5 00	342	5 00
106	5 00	347	5 00
116	1 00	374	2 00
120	5 00	385	5 00
136	5 00	394	1 00
151	5 00	398	1 00
172	1 00		
178			
Total			\$225 00

SUMMARY.

O. R. C. Divisions	\$408 76
B. of R. T. Lodges	941 00
B. of L. E. Divisions	404 00
B. of L. F. & E. Lodges	187 75
L. of A. C. Divisions	219 09
L. of A. T. Lodges	129 00
G. I. A. Divisions	225 00
L. S. to B. of L. F. & E.	70 00
James Costello, Div. 270, O. R. C.	1 00
Alfred S. Lunt, Div. 456, B. of R. T.	1 00
A. I. Kauffman, Div. 381, B. of L. F. & E.	1 00
F. S. Barnes, Div. 28, B. of R. T.	1 00
Rev. C. P. Goodson, Highland Park, Ill.	3 00
Interest on deposit, Cleveland, O.	187 25
Interest on deposit, Clinton, Ia.	120 80
Proceeds of a charity bazaar, Div. 213, L. A. T.	23 25
Proceeds of Murray Stock Co., for Div. 251, B. of R. T.	23 10
H. T. Dunn, Div. 149, B. of L. F. & E.	5 00
Chas. J. Thompson, Div. 2, O. R. C.	5 00
Eugene Wright, Div. 706, B. of R. T.	1 00
Lawrence Koerble, Milwaukee, Wis.	1 00
Sewing club, Div. 84, G. I. A.	5 00
Webb C. Ball, account of joint excursion given August 16	10 00
E. S. Read, Jr., Div. 581, B. of R. T.	1 00
W. Robinson, Div. 404, B. of R. T.	1 00
Proceeds of a social given by Div. 43, L. A. C.	21 00
Sturtevant, Baker & Manz, Div. 28, B. of L. F. & E.	1 00
A Friend	50
Harry Parsons, Div. 456, B. of R. T.	75
Walter Seaman, Div. 338, B. of R. F.	75
Vincent Schauler, Div. 254, B. of R. T.	75
J. B. Johnson, Div. 73, B. of R. T.	75
J. F. Bates, Div. 58, B. of R. T.	75
A. F. Wesler, Div. 254, B. of R. T.	75
C. Horrocks, Div. 274, B. of R. T.	50
W. G. Ford, Div. 274, B. of R. T.	50
J. F. Yount, Div. 274, B. of R. T.	50
J. B. Walters, Div. 315, B. of R. T.	25
Mary Wernitz, Div. 16, L. A. T.	25
Roy Wallen, Div. 370, B. of R. T.	25
F. S. Mark, Div. 644, B. of L. E.	50
T. V. Hower, Div. 498, B. of L. E.	75
Cal of Indiana	25
Elliott & Peters, Div. 28, B. of L. F. & E.	75
Barry & Davis, Div. 28, B. of L. F. & E.	75
Chas. Green, Div. 28, B. of L. F. & E.	25
Walter Hinckley, Div. 28, B. of L. F. & E.	25
Norris & Soderman, Div. 28, B. of L. F. & E.	50
Thomas Mengel, Div. 28, B. of L. F. & E.	10

Total.....\$3,008 36

MISCELLANEOUS.

One quilt from Div. 230, L. A. T.	
One quilt from Mrs. J. Daniels, Div. 60, G. I. A.	
One quilt from Sewing Club Div. 174, G. I. A.	
Barrel of canned goods and tobacco from Div. 235, L. A. T.	
Barrel of canned fruit from Div. 224, L. A. T.	
Barrel of canned fruit from Div. 69, G. I. A.	

Respectfully submitted,

JOHN O'KEEFE, Sec. & Treas.



Ladies' Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 1560 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 5333 Prairie avenue, Chicago, Ill.

Midnight Bells.

I hear the bells a-ringing
 The change of the years to tell.
 Soft, like a choir singing
 A slow processional.
 I think my hopes all shattered—
 Good deeds I have not done.
 Kind words I have not scattered,
 But pledged when the year begun.
 And pain to my heart brings the echoing bell,
 I know it is ringing the Old Year's knell.

Ah! through the bell's sad sighing
 Ripples a joy divine.
 Grief, in the bell's heart, dying.
 Brings a gladness into mine
 And my hope is resurrected,
 The pledge is new again,
 And the midnight's peace, reflected
 In my soul casts out the pain.
 And joy to my heart brings the jubilant bell,
 It is ringing the New Year's birth to tell.

M. I. H.

1909.

When the January number of the JOURNAL reaches the homes of our people another year will have been ushered in and the year of 1908 with its joys and its sorrows will be behind us, a thing of the past.

As we pause on the threshold of the New Year and gaze in retrospection on the one that has just closed, are we filled with the joy that comes from a knowledge of deeds well done, or are we sad because of things that we have left undone or mistakes that we have made that cannot be rectified? Whatever the dying year contains of blasted hopes or wishes unfulfilled of disappointment or bitter grief, "let the dead past bury its dead." Now is the time for resolutions, good ones that we may keep if we but will. We have so much to be grateful for as individuals. Life cannot be all sunshine, for "Into every life some rain must fall," and we must learn to look at things in a philosophical manner and take the bitter with the sweet. The years are gliding swiftly by, so let us endeavor to make each one better than the last. As long as we live we will make mistakes, but we can profit by them if we are willing to acknowledge them and to right them if possible.

How proud we are to look back upon the work of the G. I. A. The past year has been a fruitful one. Many members have been added to our ranks. Our Insurance Department is in a most flourishing condition. Our people are growing in wisdom and strength and we look forward to a future when our obligations and our principles will be a living issue in the heart of every one. At this writing the holiday season is approaching and as we send the word of greeting and good wishes to our thousands of members, our hearts go out in sympathy and love to our faithful Grand President at the bedside of her husband who is ill beyond hopes of recovery. May she be sustained and comforted.

Our Grand Chaplain, Sister Fairhead, also has our sympathy because of her husband's serious illness. May the New Year bring him back to health and strength.

Let us look forward to the coming year with hope, and may the fraternal feeling be strengthened.

We greet you, nineteen hundred nine,
 Not knowing what you hold;
 Each day that marches into line,
 The story will unfold.
 And be it sad or be it bright,
 We'll read it without fear,
 For if we try to do the right
 Throughout the whole long year
 We may be spared to wield the pen
 And greet you nineteen hundred ten.

MARY E. CASSELL.

The Four Pillars.**SOBRIETY.**

Sobriety: Thou gem of modest worth,
 So oft enfolded in the garb of humblest mien
 Thy charms unnoticed by the throngs of earth.
 Thy presence bringing naught but happiness
 within,
 Why art thou thus unheralded, instead:
 And oft thy virtues mocked with bitter scorn?
 Thy power for good should be by trumpets spread
 Along the pathway of life's early morn.

Oh let us cultivate this priceless gem,
 That leads the fundamental quartet in our line,
 Hold high our banner, let its folds o'erspread
 And clothe our hearts in purest grace divine.

TRUTH.

Truth stands eternal as the mighty hills
 Across whose rugged peaks our bruised feet have
 trod:
 Its living principle a power for good instills.
 Removing every doubt that casts a shadow on our
 road:
 No tempest can destroy this grand reality:
 No storms can wreck the heart where truth abides;
 We'll hang her banners on our walls, to rout the
 enemy:
 And hold the battlements of truth, whatever else
 betides.

JUSTICE.

In all social arraignments let justice sit in state,
 To guard our thoughts and actions from false-
 hoods and deceit:
 In calm deliberation weigh each word before too
 late,
 And let mercy plead, not vainly, when wrong
 and victor meet.
 This life is far too short to waste in bitterness and
 strife,
 Let us meet each obligation with charity and love,
 While justice stands upon our deck, to guide our
 bark aright
 We'll pass the breakers safely and reach the haven
 above.

MORALITY.

Morality, our safeguard, is to conquer every sin.
 And by its standard we are judged of high or low
 degree,
 It reaches out the lowly and impure to gather in.
 And raises up the fallen one from depths of
 misery.
 We know thy loving mercies are tempered to our
 needs.
 And in thy paths will fearless tread, Oh, blest
 morality,
 Thy spotless robe shall guide us into the realms of
 peace:
 And though we're sometimes weary will faint
 not by the way.

ST. CLAIR.

Schools of Instruction.

The School of Instruction held annually
 in New York City was this year given on
 November 11 under the auspices of Div.
 272. The weather was all that could be

desired. Thirty-one Divisions were rep-
 resented. Grand Officers Murdock, Cas-
 sell and Cook were present, also 15 Presi-
 dents of Subdivisions. The gathering of
 nearly 200 Sisters was most gratifying.
 The entire work of the ritual was done by
 Div. 272, President Ackerly in the chair.
 The Grand President conducted the
 school, making corrections when nec-
 essary.

The installation form was particularly
 well done, with Sister Mead as Marshal.
 The remarks called for from the Grand
 Officers and Presidents were listened to
 with interest, and Div. 272, through their
 genial President, presented each Grand
 Officer with a souvenir of the occasion.
 The evening was the scene of a jolly thea-
 ter party when we were treated to a pres-
 entation of the "Traveling Salesman"
 by a very good company.

Sister Forbell, Secretary of 272, kindly
 extended the hospitality of her home, and
 a few days' pleasant visit with her was
 greatly enjoyed by the writer. These
 schools held in New York must be a great
 benefit to the surrounding Divisions, and
 they are to be congratulated upon having
 them annually. They are carried on in a
 most businesslike way and are an example
 well worth following.

Immediately following the school held
 in New York the Grand Officers, Mur-
 dock, Cassell and Cook, wended their way
 to "Boston town," where a meeting was
 held November 13, by Div. 99, assisted by
 Div. 256.

The Grand Officers were met upon
 their arrival and escorted to the Quincy
 Hotel, where they were well cared for
 during their stay in historic Boston. At
 the first meeting in Odd Fellows Hall on
 the morning of the 18th there were
 present 215 bright and happy-looking
 Sisters representing 18 Divisions, with
 eight presidents of Subdivisions.

Division 259 of Portland, Maine, was
 best represented of any outside of Boston,
 having 24 members registered. Div. 99,
 with their President, Sister Brothers, in
 the chair made a splendid appearance, as
 they were all in white, with pink carna-
 tions in their hair. All work done was
 without a flaw. Div. 256, with President
 Page, presented the same splendid ap-
 pearance and their part of the work was
 also excellent.

Never have I seen two Divisions in
 more perfect form. It was a pleasure and
 most restful to see the entire ritual work
 given in such a splendid manner.

The penny march planned by Sister
 Chase, the first President of Div. 99, was
 the prettiest I have ever seen. This
 same Sister put on a very pretty fancy
 drill in the afternoon, with 17 floor mem-

bers, Sister Wilmut being Marshal. This was composed of fancy figures, and the forming of the letters composing the name of Division S. F. Evans. At the noon hour 205 sat down to a sumptuous repast served in an adjoining hall by a caterer engaged for the event. After the ritual work in the afternoon remarks were in order, and Grand Officers and visitors were profuse in their praise for the splendid work done and excellent entertainment given.

This school was certainly an excellent combination of business and pleasure and will linger in one's memory for a long time to come. These Sisters showed what could be done in perfecting the minute details of our beautiful work and the intricate movements of drills by a combined interest of the members. In the evening a reception was held in the parlors of the Quincy Hotel, at which time we had the pleasure of meeting many B. of L. E. men and their wives. Among them being Brother Dority, the Grand Chaplain, and his good wife known and beloved by all. During our stay in Boston Sisters Brothers and Getchell were so kind and attentive that we feel under obligations to them. When there is announced another school in Boston our verdict is that you will miss it if you do not attend. GRAND VICE-PRESIDENT.

A Visit to Corning, N. Y.

Accepting an invitation from Div. 23, it was my privilege to attend their regular meeting on November 18, accompanied by Sister Outwin, of Passaic, N. J.

We were the guests of the President, Sister Switzer, and enjoyed our stay in her cozy home. There were 60 members present at the meeting in the afternoon, and they proved that this Division could be among the very best, with a little effort. At 6 p. m. a banquet was served in the hall, at which time a number of Brothers put in an appearance, and together with their families enjoyed the splendid supper provided. The tables were cleared after all were satisfied, and the remainder of the evening was spent with cards and dancing, their pianist, Sister Kimball, and her sons furnishing the music. This Sister is a splendid musician, and is also a whistler not to be excelled. She has three bright boys, all musicians, and they added much to the evening's entertainment. Division 23 is to be congratulated upon having this combination of talent.

Sister Switzer, on behalf of the Division, made me the recipient of a cut-glass vase manufactured in their city, which is famous for its cut-glass works. I shall always think of my visit with the

Corning Division as a pleasing episode in my life.

Left these good friends that night and arrived in Jersey City next day in time to meet with Division 201, of which Sister Outwin is a member. I met many old friends there who greeted me cordially and who seemed to be glad that I stopped as I was passing through. The next day was enjoyed at the home of Sister Doyle, at Newark, N. J., in company with Sister Yard, President of Div. 38, Hoboken.

M. E. CASSELL.

The Way of the World.

"Laugh, and the world laughs with you,
Weep, and you weep alone;"
For earth has no sorrow
That Heaven cannot own.
Sing, and the hills will answer,
Sigh—it is lost on the air;
The echoes bound to a joyful sound,
But shrink from voicing care.

Rejoice, and men will seek you,
Grieve, and they'll turn and go;
They want your full measure of pleasure,
But they do not want your woe.
Be glad and your friends are many
Be sad, and you lose them all.
There are none to decline your nectared wine,
But alone you must drink life's gall.

Feast, and your halls are crowded;
Fast, and the world passes you by;
Succeed and give, and it helps you live,
But there's no man can help you die!
There's room in the hall of pleasure
For a large and lordly train,
But one by one we must all file on
Through the narrow aisles of pain.

W. B. WILSON. Div. 22.

20th Anniversary of Div. 27, Philadelphia.

Division 27 celebrated their 20th anniversary on November 21. Elaborate preparations had been made and the occasion was graced by the presence of the Grand President, Sister Murdock, and the Grand Vice-President, Sister Cassell, who were made most welcome. The Grand Officers were the guests of Sisters Smith and Harveson. They were sent out in the afternoon with the President, Sister Rothrock, for a drive through beautiful Fairmount Park, and brought back in time for the banquet served at 6 o'clock in the hall. About 200 guests, composed of B. of L. E. men and their families, had gathered to do honor to Division 27, and to help them make merry at the feast prepared.

The evening was full of enjoyment, the talented daughters of members contributing a large share of the entertainment. A beautiful gold pin in the shape

of a star with the letters G. I. A. enameled in blue was given each member of Division 27 and Sisters Murdock and Cassell as a souvenir of the occasion.

The visiting Sisters made remarks full of congratulation and encouragement, and the 20th anniversary of this Division will go down in history as a milestone with pleasant memories engraved thereon.

A SISTER.

An Old-fashioned Will.

DATED MAY 2, 1788, AND PROBATED
MAY 6, 1789.

Being sick and weak yet of sound mind, I give and bequeath to my dear wife, Hannah, all my household furniture & as long as she remain my widow the sole use & improvements of the lower room & the chamber over it, the cellar under it, the use of the oven in the kitchen and fire-place to bake, brew & other necessary work. To pass through the kitchen & out of the South door at all times, the use of the well and the buttery under the chamber stairs.

My son, Samuel, not to sell the real estate while his mother-in-law Hannah, lives or remain my widow. Son Samuel to keep a horse for his mother to use to go to meeting or elsewhere and to keep one good cow for her use winter and summer and in every December to give her five score of good pork, five score of good beef, six bushels of Indian corn, 3 bushels of rye, two bushels good wheat, 1 bushel of salt, $\frac{1}{2}$ bushel of malt, $\frac{1}{2}$ bushel white beans & in every Oct 3 bushels of potatoes, two bushels of turnips & annually in June 5 lbs good washed wool.

In sickness she shall be provided with good & sufficient nursing & doctoring & at her decease she shall be buried in a Christian manner.

If son Samuel fails to provide for her as directed then $\frac{1}{2}$ of my est shall be set off to her. If she shall marry again she shall be provided with 2 good cows.

I give to my daughter Benlah Marsh, to my son Moses & daughter Mary Moore to the heirs of daughter Lucy Bell & my son Noah son John & my daughter Sarah Conant wf of John Conant, 5 shillings each in addition to what I have already give them of my est. Son Samuel to have the residue.

SURIBA LEONARD	} Witnesses.
SAMUEL REID	
JAMES REID	

This is a copy of the will of Moses Leonard, second husband of Hannah Whipple Gassett, mother of Sarah (Green) Whipple, mother of Dorothy (Rice) Rand, mother of Hannah Whipple Rudd,

mother of Fannie Rudd Schlagel, Treasurer of Crescent Div. No. 1, G. I. A. to B. of L. E.

Greetings—1909.

KNOXVILLE, TENN., Dec. 5, 1908.

To each member of the G. I. A. we extend fraternal greetings. Another year has just passed, thus permitting us again to renew resolutions, to begin a record which may stand for itself—well done.

The hope and belief in our Auxiliary, the knowledge of its wonderful development and success is an inspiration to further efforts for each local Division.

Since the local Divisions make the grand body, may we realize that our work should be accomplished, as we may be impeding the progress of our Division. This is inspection year. Try for good attendance, good ritual work, and at each meeting may some act be recorded which tends to higher possibilities.

Trusting that 1909 may be a bright and prosperous year and that all legislation enacted will be wise and judicious, and redound to the future welfare of the Order,

I am yours in F. L. & P.

MRS. J. R. CRITTENDEN, F. A. G. V. Pres.

Organization of Division 424.

In looking over the November JOURNAL, I read with pleasure the article from Div. 46, of Denver. As the traveling man says, "That reminds me," that we of Corona Div. 84, Pueblo, have not been idle during the year 1908.

On February 22 we gave a Colonial ball. It was well attended by our engineers and netted us quite a sum, \$91.

In March, I with 12 others of Div. 84, organized an Auxiliary to Anchor Div. 505, of La Junta, Colo., known as Right Bower Div. 424. This Division had 22 charter members and had the enthusiastic help of the Brothers, who presented them with a desk and instructed the ladies to call on Anchor Division if in need. In the evening we had public installation and the Brothers were there in goodly numbers. Woodman Hall, at La Junta, has such a pretty banqueting room. About 10:30 we were all invited to partake of refreshments. The ladies were all good cooks and the supper was enjoyed. Toasts were responded to by Brothers Madigan and Mackie, and later Brother Mackie gave us a fine talk.

We left La Junta for Pueblo in the morning. Such a beautiful morning, such a morning as only our dear old State of Colorado can produce, and though we were 18, and Friday the day, arrived in Pueblo on time.

The first of July our delegate's report

was read and seven of the Sisters from La Junta joined us for the day.

Our next trip was a visit to Div. 46, of Denver. Ten of our members boarded the D. & R. G. train at 8 a. m., October 21, arriving in Denver at 11:30, and we were met by Sisters Ensign and Hinchcliffe, and quite a number of other Sisters of Div. 46, who escorted us to their lovely Division room in Masonic Temple, where we were joined by the other members of Queen City. From there we were taken to Oppenheim's for lunch. Arrangements had all been made and promptly at noon we dined.

Covers were laid for 50 and extended the full length of the cafe. The table was lovely in spotless white, the bright green of the salad making a pretty contrast. We did enjoy our dinner. Oh! that coffee, it was fine and we did it ample justice. As hostesses, Queen City women need no recommendation. Arriving at their Division room, Sister Hoppock called to order at 2 p. m. and another pleasure awaited us.

The Sisters, 40 in number, all arrayed in white, put on two very pretty fancy drills. At the close of the meeting the officers had a drill similar to the one given by Divisions at Columbus.

Instead of their usual penny march a raffle had been arranged, and not content with eating all the good things, I was lucky and won the pretty bon-bon dish. Delightful refreshments were again served and good-byes spoken. Such happy occasions cement our friendship and create the "tie which binds." Div. 184, of Denver, had been invited and the register recorded 60 names in all.

On November 5 we were again en route to Salida, Colo., to organize a Division at that point. Born, November 6, at 2 p. m., to Marshall Pass Div. 199, Scenic Line Div. 447.

Born to grow great in usefulness. Born to promote the welfare of our great Order. Born to live *forever* in the hearts of our engineers and their loved ones.

There were 27 charter members present, only three absent. We had just a dozen Sisters from Pueblo; the day was fine and all went well. Sister Flynn, of Grand Junction, was present and assisted Mrs. J. O. Laswell, whose influence had much to do with the success of the organization and had planned the banquet and entertainment which followed. The Brothers of Div. 199 joined us in the evening. Chicken salad, coffee, cake, sandwiches, fruit and olives were served and a delightful program rendered. Brothers Shay, Julien and Smith responded to a call for an address, and made us feel that we had done well. Their only regret was for the Brothers who were not present.

Miss Nome Campbell sang two numbers, also rendered a piano solo. Sister Gentes, of Pueblo, furnished the music for a lively Virginia reel, which closed the events of another happy day.

A pleasant visit from our Grand Chaplain, Sister Fairhead, who was so helpful, and a Halloween party at the home of Sister E. B. Ash, finished the eventful year.

I hope Sister Grand Vice-President Cassell will not be impatient with the length of this letter, but I have not "spoken in meeting" before, and I think she will forgive me.

May the year just ushered in be a great one for the G. I. A. Let us all put our shoulders to the wheel and make 1909 a grand one.

PRES. OF DIV. 34.

G. I. A. Council Meet.

The Executive Council of the G. I. A. met in Chicago on December 3d and 4th, the Grand Chaplain being absent on account of serious illness of her husband. Division 1 took advantage of the occasion and honored the Grand Officers by banqueting them at the Morrison Hotel. The dinner was served in a beautiful room called the Irish village; the decorations were profuse with our emblematic flower everywhere in evidence. The Grand Officers present were: Sisters Cassell, St. Clair, Bailey, Wilson and Boomer. These, with members of Division 1 to the number of 30, sat down and thoroughly enjoyed the dinner. The only thing to mar the happiness of those present was the absence of the Grand President, who was detained at home by the illness of her husband, Bro. W. A. Murdock. The meeting of the Division in the afternoon was full of interest, and the musician, Sister Heldt, was complimented on the feeling and taste displayed in her work at the piano. Crescent Division certainly knows how to entertain.

Division News.

THE weather man did his best for us Wednesday, November 18. The day was an ideal one for our all-day meeting.

Prairie City Div. 29, of Terre Haute, Ind., has been agitating the question of an all-day meeting for about three years. We did not believe there was enough fellowship shown between the different Divisions, and we decided at last to do what we could toward a more social and friendly union.

Invitations were sent to Decatur, Danville, Mattoon and Charleston, Ill., Logansport, Ind., and Purity Division, just lately organized here in Terre Haute. Fifty

members from Danville, Decatur and Charleston, Ill., and from Purity Division accepted and made us happy.

Committees met all the trains and brought the Sisters to our hall. Dinner was served at noon, and it was a dinner. At 1:30 o'clock a special meeting was called to give us time for all the work. The regular form was gone through with, also balloting, initiation and installation of officers.

The visiting ladies were profuse in their compliments. I am sure we did our best to make their visit enjoyable. Short talks were given by Sister Dowkes, President of Danville Division, Sister Cowles, President of Decatur Division, Sister Parks, President of Charleston Division, and Sister Barnes, of Purity Division, Terre Haute.

A very pleasant surprise came to the officers of Div. 29, in the form of a box of beautiful pink carnations, the gift of Sister Sachs, of Belgrade, Mont. This loyal Sister was with us in thought, though many miles away, and a letter read from her during the meeting made us realize how dear the ties grow as we meet in our great work.

After the meeting closed supper was served to those going home on the early trains. The Danville ladies staying until a late train, visited the theater and then spent the rest of the time with various Sisters.

Dear Sister Editress, can you not agitate the question of union meetings? Some of us who belong to the Auxiliary would enjoy visiting other Divisions, see how they do their work, and perhaps going back home better satisfied with our own work, and feeling that all the time given has not been wasted, or again, seeing where we could do better and return home determined to try. Then the new Sisters we meet and become friends with. It is worth all the work and trouble to have a meeting like this.

We owe many thanks to Sister Wm. Davis, chairman, and the members of her dinner committee for their untiring efforts, and for the fine dinner served, also to our President, Sister Shea, and other officers and members for their help and encouragement.

Yours in F. L. & P.

MRS. SAM'L STOFER, Div. 29.

I HAVE a story to relate and if the Sisters of Harrisburg, Pa., G. I. A., will "stand attention" for a few moments I'll try to make it as interesting and brief as possible.

On April 10, 1908, a wife of one of the members of Ephraim McCleary, Div. 705 B. of L. E., began "looking around" to ascertain what material she could secure to build an Auxiliary to the above Di-

vision. She discovered there were 48 members, and of these 11 were unmarried men, so she realized the fact that there were but 32 wives to whom she could appeal; of these there were five or six who were non-residents of Harrisburg. However, nothing daunted, a very strenuous effort was made to get as many willing workers interested as possible, with the result that on April 22, 1908, there was born at Harrisburg, Pa., a daughter to the G. I. A., christened "Allison Div. 434," Auxiliary to Ephraim McCleary Div. 705 B. of L. E. The craft was launched on the sea of G. I. A. with 24 members aboard, including officers and members.

Since then the Division has been doing splendid work, and has been adding monthly to her crew and passengers, who always work in harmony.

We are always delighted to have members of Sister Divisions visit us at our regular station, "Fackler's Hall, 1313 Derry street, Harrisburg, Pa.," and extend a hearty invitation to one and all to be with us any 1st or 3rd Wednesday at 2 p. m. of each month.

I promised to be brief, so will tire you no longer, but if I may I'll come again.

Yours in F. L. & P.,

SISTER.

On November 30, Falls City Div. 258, G. I. A., and Orocola Div. 165. B. of L. E., Louisville, Ky., held a joint installation of officers for an evening's pleasure for members and their families, and all who were there will say the occasion will long be remembered. At the sound of the gavel to come to order Sister Past-President H. C. Daniels declared all offices vacant. Sister M. J. Carroll acted as master of ceremonies, installing the elected officers. Sister A. C. Evans, present President, taking her station. After being installed she certainly did her work to perfection, with the officers who were well drilled for the occasion. Bro. L. Griggs, Chief of Div. 165, and Bro. R. King, master of ceremonies, were invited to the rostrum to proceed with their part of installation. Well, Brothers, you certainly did fine, and just keep the good work going. After the Brothers finished their work the doors of the banquet hall were thrown open, and all did justice to the bounteous repast prepared by the good Sisters for the evening's pleasure.

WHILE Sweet Olive Division, Florence, S. C., no longer is considered the "baby" of the Auxiliary, yet it is still extremely youthful, but we are slowly growing. We are striving for a piano, realizing what a help it would be in our drills. We held the first of a series of dime socials

at the residence of our President, Mrs. Juliette Hall, on November 25, and realized quite a nice little sum toward that end. We are "out for the cash" and would surely appreciate any assistance any of the more elderly Divisions would see fit to offer.

L. B. JOHNSTON, Rec. Sec. Div. 399.

BON AMI Div. 348, Galesburg, Ill., reviews with pleasure its progress during the past year. Our membership has steadily increased, and aside from sending delegate to convention, we have purchased a piano, and best of all, harmony has reigned supreme at all times. Our officers have been faithful, and have shown that they have the best interests of the Order at heart. Our President, Sister W. H. Miller, has filled her office to our entire satisfaction, as also has our Vice-President, Sister C. E. Houser, and our members have been as regular in their attendance as circumstances would permit. On October 22 we gave our second annual ball, which netted us over \$60. The grand march was led by Prof. Farrell and Miss Vera Kelsey, the charming daughter of Mr. and Mrs. John Kelsey.

Engineers and their wives are not generally devotees of the terpsichorean art, but on this special occasion a number tripped the "light fantastic," as gaily—if not as gracefully—as in days gone by. The committee of which Sister Houser was chairman deserves great credit for the success of the ball.

In our regular meetings recently we have been having discussion of the "By-laws," that is, when an article or section of our article is read, an opportunity is given the members to ask questions, and we find this a good plan, as a phrase that is doubtful to one person may be very clear to another.

Then on alternate meeting days we have drill work, and thinking of this reminds me of the beautiful work done by the Columbus Divisions, and it seems to me that every delegate who saw them exemplify the work must have taken home with her our ideal of what she would like her own Division to be, and do. That is one of the benefits of a convention. The perfection of the drill work and attention to detail in all of the arrangements for the convention have demonstrated that our Grand Vice-President has made use of a great deal of metal and some iron in the construction of her castle (Cassell).

May the New Year bring to all members of the Order, joy and peace and prosperity.

EMILY M. CHITTY.

DIVISION 33, Moberly, Mo., is still on earth and flourishing. Have five mem-

bers to initiate next week and will give a little spread afterwards. Six of our members attended the School of Instruction at East St. Louis and enjoyed it hugely. I was royally entertained by the Division at Des Moines, Ia., at a visit I made there. They gave a theater party in my honor and made my stay very pleasant. Helped to organize the Standberry Division, etc.

I send you the following clipping from our home paper of a little entertainment we gave which may prove a suggestion to some other Division wishing to increase their funds.

"The Ladies' Auxiliary to the B. of L. E. gave a very enjoyable entertainment at the K. P. hall, where about 200 people were assembled. A fine musical program was given, where each performer, both vocal and instrumental, was loudly applauded and each number was unusually good. A little play entitled 'Parson Poor's Donation Party' was put upon the boards with a strong cast of characters. The first scene presented an old-fashioned quilting where, as in the good old times, each good Sister worked her tongue as fast as she did her needle and sometimes faster, and took occasion to back-bite her neighbor as soon as her back was turned. Then it was decided to present the quilt to the minister's wife, as she was 'orful short off for bed kivers,' and at the same time give a donation party where there should be no 'eatin's' so as not to eat up all they took and more too. This gave full scope for the various phases of character. The good lady who looked after the minister's family by locking the stairway door, the generous and ample farmer's wife who brought from her full store; the village spinster, who was sharp of tongue but generous of heart; the deacon and his wife, who wanted to make the 'darnation' help out on the 'sallery' but whose own contributions would not bear inspection; the five children who brought each their mite and managed to take home as much as they brought; the widow who was the 'deekin's' most valiant opposer and the other widow who came from Boston and brought food for the mind instead of the body; the triplets who had each been trained in their little piece and were very fond of doughnuts, while the minister's daughters were so much more pleased with material than spiritual contributions, and made one round of laughter from beginning to close. The costumes of the performers were both fearfully and wonderfully made. When the whole troupe filed onto the stage and sang, 'Old Grimes,' with the good, old-time twang and lack of tune and time, the house refused to let them off without responding to an encore. Each one participating in the play and the

musicians were all wives of the B. of L. E., who should be proud of their histrionic ability. The misses who gave the musical part of the program from the tiny tot to the more demure miss were all buds from the same rose garden of girls and equaled their mothers in ability. The eatables so thoroughly enjoyed were prepared by other members who formed the pretty gowned reception committee. Every one said they were fully repaid and wished they might soon come to another 'darnation' party. The ministers present thoroughly enjoyed it and no doubt there was found in their wives' hearts a fellow feeling for Mrs. Poor, who had to welcome with a smiling face both the donations and the slurs, and whose righteous indignation was only aroused when the 'deekin' insisted on reckoning the value on the arrears in salary. 'A touch of nature makes the whole word kin.' "

MORSEY.

On the evening of November 2, through the genial and thoughtful spirit of Brother Bateman of Div. 318, a birthday surprise party was tendered Brother Clogg at his capacious home, 3723 West 33rd street, Brother Bateman presenting an elaborate birthday cake, which decorated the center of the table illuminated with 49 candles. Brother Clogg was the recipient of many more kind remembrances too numerous to mention. The evening was spent with songs and social reminiscence, the guests departing for their respective homes in the wee sma' hours of the morning, wishing Brother Clogg many more happy returns of the day. One of the guests worth mentioning was Brother Clogg's father, who is 75 years of age, who was wrecking master of the Big Four, 28 years in service, carrying tokens of appreciation on his person from employees.

F. L. P.

Div. 426, Freedom, Pa., would like to inform the Divisions holding chances on quilt, which were sent out by this Division, that the drawing did not take place November 11, as the Division did not feel justified in letting quilt go for amount received.

We have decided to have a supper later, when the drawing will take place.

We are grateful to those who responded so generously and wish them every success. We will try to be ever ready to help them in their undertakings.

MRS. J. M. REED.

LIBERTY DIV. 442 would beg permission for a small space in the JOURNAL to make her first appearance since being organized July 17th. We are still in infancy and our membership is only 14, but we have

all good, faithful workers, who never tire of laying aside a few household duties to attend our meetings, which are always so pleasant. By our faithful work we have cleared our debt and have quite a sum in our treasury. We owe much of our success to the efforts of our President, Sister Mary Gimbey, who has worked so faithfully the past four months to keep on a straight, smooth road and keeping the track clear. We are perhaps taking up too much space of your JOURNAL, but would love to speak of the kind hospitality shown us by Div. 41, of Newark. Our Organizer, Sister Howard, and her assistant, Sister Ryan, the President of 41, having invited us to meet with them. We must say the Sisters of Div. 41 are up-to-date in their work, and they have surely won a warm spot in our hearts.

With best wishes for a bright and prosperous New Year, I will close.

Yours in F. L. & P.

COR. SEC. Div. 442.

ECHOES from Eclipse Div. 25, Bellevue, O., when on November 12, 1908, voices were mingled together in a social gathering, by the meeting and greeting of many familiar faces from Pearl Div. 7, of Garrett, Ind., Friendship Div. 18, from Ft. Wayne, Ind., and Fidelity Div. 32, of Conneaut, O., and three visitors from Toledo, O., who came on the morning trains, on the different roads that run into Bellevue, in response to an invitation to be with us as our guests.

A committee met them at the trains upon their arrival and escorted them to the B. of L. E. Hall, where after disposing of their wraps they were greeted with a welcome handclasp and enjoyed a social session, when at 11:30 a chicken dinner (hot biscuit and all the good things that go with it) was served to about 150 in our banquet room. At 2:30 meeting was called to order by our President, and by request the officers of Pearl Div. 7 put on the officers' drill, which was well done, and then vacated the chairs and Eclipse Div. 25's officers filled the stations and disposed of the order of business, when the officers of Friendship Div. 18 filled the chairs and initiated Mrs. Maud Harris and Mrs. Emily Starr, both of Bellevue, into our Order. This they did with much credit, after which they vacated the offices and Eclipse Div. 25's officers resumed their stations and concluded the session.

A social chat by all took up the time until supper was served to the same number.

The evening diversion consisted of a program arranged and prepared for the event.

The first number was a fine drill and

executed in a very creditable and faultless manner by the members of Fidelity Div. 32. This was followed by a recitation by Miss Florence Phipps, after which the ladies of Pearl Div. 7 were announced to put on a fancy drill. They appeared in costume attired in big aprons buttoned in front, false faces and sun-bonnets, and were apparently walking backward; this brought forth much merriment. Next was a comic recitation by Sister Beltz, followed by a piano duet by Gladys Grubb and Mary Gardner. Then came a comic coon song and cakewalk by four Sisters of Eclipse Division, followed by a recitation by Miss Madeline Phipps, and this was followed by a recitation by a Sister, "Thanksgiving Warning—Roos High, Mistah Tukey, Roos High."

Dancing was then indulged in, interspersed now and then with comic songs until a late hour, when most of our guests departed on the late trains, while some remained with us all night, each one declaring this to be a great success and having enjoyed a delightful time.

We had expected to have with us our Grand President, Sister Murdock, and our Grand Vice-President Sister Cassell, but owing to a School of Instruction being held in New York on that date which they expected to attend, were unable to accept our invitation. This was indeed a red-letter day in the history of our Order.

SEC. DIV. 25.

TERRE HAUTE, IND., Div. 29, of the Ladies' Auxiliary, extended an invitation to a number of the neighboring Divisions to meet with them in their hall in Terre Haute, on November 18, 1908. Among those receiving the invitation was Twentieth Century Division of Decatur, Ill. So, on the morning of November 18 there appeared on the station platform at Decatur ten members of Twentieth Century Division in their best bib and tucker and boarded the Vandalia train, which leaves Decatur at 7:15.

It so happened that Mr. Campbell, the whole-souled general superintendent of the Peoria division of the Vandalia, was also on this train. Brother Pearce was in charge of the engine and Sister Pearce was one of the merry bunch of Sisters, and Mr. Campbell was soon acquainted with them all, as Brother Pearce would not start until he had introduced them.

After the train had gotten under way Mr. Campbell turned the entire train over to the ladies and told them to run it to suit themselves, and if any one of the train employees failed to fulfill his instructions to report the matter to him and he would see that his book record was treated accordingly.

They had a jolly trip, and on their arriv-

al at Terre Haute they were met at the station and conducted to the hall of the ladies of Div. 29, and served to a dinner that was fit for the gods. The ladies from Decatur report that such a spread they had never before sat down to; and I want to say right here that when it comes to eating and serving a spread the Decatur ladies are top-notchers themselves, so if the Terre Haute meal surpassed the spreads we have had in Decatur it certainly was something grand.

After dinner they got to work, and they are talking in their sleep since their return (at least one of them is) about the elegant style in which the Sisters of Terre Haute Division handled the work. Using the exact words of one of the Sisters who were there, she said: "It was simply grand. You just ought to have seen their Guide. She was perfection itself. She did not make an error and just seemed to glide over the floor. She was perfectly lovely."

After the Division work was over the visitors were divided into bunches and taken to the different homes of the Terre Haute ladies to spend the evening. The next day the Decatur ladies had until 8 p. m. to view the city. They started out good and early, and from reports received here I imagine they did it to a queen's taste. I understand there was a riot call turned in at police headquarters. It seems they started out to visit some place of interest and wound up at St. Mary's in the woods. The good Sisters of this institution saw them coming and headed them off and took charge of them until they could be conveyed back to the city, and I am quietly informed that one of them had to be carried to the car and that another was left at Terre Haute unable to come home. Her husband was notified, however, and at once went to her relief and, no doubt, she will soon be herself again.

Taking the trip as a whole, from start to finish, the Decatur ladies certainly had the time of their lives, and will have a lasting desire to again visit Terre Haute, Ind.

ONE WHO WAS LEFT AT HOME.

THE ladies of the G. I. A., Lincoln, Neb., celebrated the anniversary of their organization on Thanksgiving eve. The guests of honor were Division Superintendent Bignell and Mr. Roope, superintendent motive power, with their families.

The evening's pleasure was opened by a program in which both the G. I. A. and the B. of L. E. were represented. The opening number, a piano solo by Mrs. Corbin, was well executed and a selection followed, a cornet solo by Miss Freeland. Miss Josephine Johnson sang a delightful solo which showed off to great

advantage the pleasing qualities of her rich, young voice. The duet by Master Jones and Miss Marie McCoy was very pretty and well played. Master John Corbin sang several popular songs, accompanied on the piano by his mother. The little man has a good voice and greatly pleased his audience. Miss Freeland played an enjoyable piano solo. The last number on the program was a song, "The B. of L. Engineer," words and music by Bro. W. T. Leahy, of Div. 98. The number was sung by Brother Leahy and his daughter, accompanied by the orchestra, and was enthusiastically received. After the program Mr. Bignell, our superintendent, gave a short but eloquent talk on "Loyalty and the Strength of Unity," which plainly showed his "square deal" ideas with which the Brothers are already happily familiar. Mr. Roope also addressed the company in a few well-chosen remarks which were greatly to the point. Then came the banquet, and such a one, too—a perfect feast! And while the sweet strains of the piano floated through the hall the ladies of the G. I. A. flitted about seeing that all had full and plenty. The dance which followed was opened by a grand march skillfully led by Mr. Edward Bignell, the nephew of the superintendent, and his wife. They were assisted by Mr. and Mrs. J. E. Johnson. It was all that one could ask, a good floor and fine music; and the pleasant evening ended with everyone wishing that the anniversary could occur much oftener than once a year. J. T. L., Div. 98.

BALDWIN Subdivision 80, B. of L. E., gave their first ball at Wook's Opera house, Abbotsford, Wis., Thursday evening, November 26.

The hall was beautifully decorated with bunting, evergreens, headlights and lanterns and on the stage was a fine representation of a locomotive. This was equipped with a whistle and the proper signals blown to begin and end each dance during the evening. The grand march was led by H. E. Spaulding and Mrs. O. A. Perry, assisted by Mr. O. A. Perry and Mrs. H. E. Spaulding. The music furnished by the Arcade Orchestra of Menomonie, Wis., was of the best.

A turkey supper was served by the Sisters of Wisconsin Valley Div. 175. The dining-room was trimmed in harmony with the hall and the tables beautified with fruit and flowers; large chrysanthemums were given as favors. This was the Sisters' first attempt at serving a dance supper, and they were rewarded with success in every way. A SISTER.

On November 21, Sincerity Div. 360, Princeton, Ind., responded to the cordial

invitation of estimable Sister McVey, former Secretary of the Division, by celebrating their first anniversary of the organization in Princeton, at her home in Huntingburg.

A jolly party of ladies boarded the early morning train, arriving in Huntingburg shortly after 6 o'clock, where they were met by Sisters McVey, Greelaw and Stein. A delicious breakfast, dinner and supper were served, and the entire day was one of most thorough enjoyment. After a tour of the city the ladies had a group picture taken. The day was unanimously voted one of the most enjoyable in the history of the Division.

MRS. JOHN BOYLE, Pres. Div. 360.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., January 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than December 31, 1908.

ASSESSMENT No. 423.

Connellsville, Pa., Nov. 16, 1908, of Bright's disease, Sister S. A. McPhee, of Div. 70, aged 57 years. Carried one certificate, dated June 28, 1900, payable to S. A. McPhee, husband.

ASSESSMENT No. 424.

Cumberland, Md., Nov. 20, 1908, of chronic nephritis, Sister Elizabeth Connelly, of Div. 117, aged 41 years. Carried two certificates, dated May 28, 1906, payable to Edward Connelly, husband.

ASSESSMENT No. 425.

Bradford, Pa., Nov. 28, 1908, of apoplexy, Sister Fannie Bratton, of Div. 275, aged 54 years. Carried two certificates, dated November 8, 1896, December 12, 1896, payable to Perry M. Bratton, husband.

ASSESSMENT No. 426.

Springfield, Mass., Dec. 2, 1908, of apoplexy, Sister Catherine Smith, of Div. 61, aged 65 years. Carried one certificate, dated October 5, 1899, payable to Charles M. Smith, husband.

ASSESSMENT No. 427.

DuBois, Pa., Dec. 6, 1908, of temporary insanity following operation, Sister Ella M. Byers, of Div. 334, aged 38 years. Carried two certificates, dated March 1, 1904, payable to Marguerite and Genevieve Byers, children.

Members will pay their Insurance Secretaries on or before January 31, 1909, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within ten days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 425, 426 and 427 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 409 and 410, 6,586 in the first class, and 2,808 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,

5333 Prairie avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

Question: Does the pump governor need the supply of oil usually delivered through it to the pump, or could the oil delivery be coupled to steam chamber directly without harm to the governor?

A. H.

Answer: This has been done on many 9½ and 11-inch pumps with no bad results to the governors and a help to the pump, as none of the oil intended for the pump leaked out at the governor. One of the air-brake company experts, when this question was referred to him, stated that the governors wore out faster when not lubricated.

Question: What is the cubical capacity of each side of distributing valve reservoir? W. A. B. E. T. No. 6 equipment?

A. H.

Answer. The figures given out for the No. 5 equipment on Feb. 22, 1906, were application chamber 149 cubic inches, pressure chamber 525 cubic inches. You can easily test the No. 6 reservoir for yourself. First weigh the empty reservoir. Then fill one of the chambers with water, leaving the other chamber empty and weigh it again. Next empty the water out and fill the other chamber with water and weigh the reservoir. You will now have after subtracting the empty weight from the ones with water contained the exact weight of the water held in each side of the reservoir, and a short calculation will give you the capacity. One thousand seven hundred and twenty-eight cubic inches of water weigh 62½ pounds avoirdupois.

You will find on calibrating several of these chambers that they vary a little from the standard capacity, owing to the castings not all coming out the same exact size, but there is so little variation that it does not affect the equalizing point very much.

Question: Is it possible to fit the triple piston packing ring so neatly that it will be air-tight in the piston and in the cylinder or bushing?

J. B. B.

Answer: Many things are possible for an expert workman that are not so with the ordinary mechanic. To make a ring air-tight in the piston groove it must fit on both sides and make such a neat joint at the ends that no air can get under the ring at one side and pass out at the other, either along the side of the ring or at the joint. It must fit the wall of the

bushing air-tight and the bushing must be parallel on its sides the entire travel of the ring. The packing ring must be cut and parted at one place to allow it to expand as the face of the ring wears; as soon as this joint opens any, air will begin to pass through, and it will not be strictly air-tight after that.

Question: In what way does an automatic or re-starting injector differ from the ordinary injector in its construction and operation?

J. B. B.

Answer: A re-starting or automatic injector is one that when the supply of water is temporarily interrupted while the injector is operating, as when the water slops back in a nearly empty tender, or when the lazy cock is closed, will go to work again as soon as the flow of water through the suction pipe is resumed without having to shut off the steam and prime it to start its operation.

To do this the injector is so constructed that the spills or overflow openings in the combining tube are large enough to allow all the steam passing from the steam nozzles to reach the overflow or waste from the injector and flow to the atmosphere without blowing back into the suction pipe when the injector is not forcing a stream of water into the boiler. At the same time the air that is drawn in through the suction must also have room to get out along with the volume of steam. These overflow openings in the tubes lead into the body of the injector and from thence through a large passage controlled by an automatic check valve, opening outward, to the atmosphere. To allow the injector to re-start the waste pipe must be of a generous size to handle the steam, air, and water freely. You will notice that re-starting injectors have a waste pipe as large or larger than the suction pipe. Injectors that are not re-starting do not need a large waste pipe for they only handle the amount of steam passing through the priming jet; when the forcing jet is opened after the injector is primed the stream of water takes care of that.

In some makes of re-starting injectors these overflow openings in the combining tube have a fixed size. In others the size of the openings is automatically changed by the working of the steam and water supply, opening to give a large vent when priming and re-starting, and closing when forcing the supply of water into the boiler. In some cases a loose washer slides on the combining tube to open and close the large overflow opening. In others a part of the combining tube slides up and down to open and close the overflow opening; while in another make the combining tube is cut lengthways, one part of the tube being hinged and opening out like a

flap when re-starting and the loose section closing down when the injector is forcing. The fixed nozzle re-starting injector is generally used for locomotive service in this country.

Besides the large overflow openings in the combining tube, the shape and arrangement of the steam jet has considerable to do with the efficiency of a re-starting injector. It has been found by experience that if the lifting jet is an annular one, discharging around the outside of the forcing steam nozzle, that it adds to the efficiency of the injector, both when priming or re-starting and when forcing water into the boiler. This form of steam jet is also an important part of the self-adjusting feature with a fixed nozzle injector. By the term self-adjusting we mean the operation of automatically adjusting the supply of water to suit the steam pressure, so that when the steam pressure falls, the supply of water coming to the combining tube will not be too great for the forcing jet to handle it all into the boiler. Those of you who have seen the feed-water begin to waste at the overflow when the steam pressure drops a few pounds and are then obliged to reduce the water supply at the lazy-cock to make the injector pick up all the water, will appreciate what a self-adjusting injector can and will do.

Now comes the part of the question as to how a re-starting injector differs from one that is not automatic in its operation and the advantages of this type.

Operating a locomotive and handling a heavy fast train requires all the time of an engineer in these strenuous days and the time spent watching and fussing with an injector is just so much time taken from other duties, of which keeping watch of the track to see that it is not obstructed, of signals to know whether they show a clear road or a blocked one, and of highway and other crossings at grade to see that no one is injured there, are the most important ones. If the water is getting low in the tender a non-automatic injector may "break" and the engineer must at once shut it off, prime it till the feed-water comes through the cool and then start it again, no matter what other matters take his attention. For this reason many engineers will not risk low water in the tender, but make more stops for water than is really necessary. When the water gets low in the tank and slops away from the suction, a re-starting injector will blow steam through the waste pipe for an instant, and when the water begins to flow through the suction will go right to work supplying the boiler without any watching or manipulation by the engineer, using all the water in the tender, and the last inch

at the bottom comes very handy on a close run if you can use it without risking a failure.

With a non-automatic injector, if it breaks with three or four inches of water in the tank, unless the steam is promptly shut off from blowing back into the tender, the feed-water will be warmed so it will not work. This makes an engineer uneasy when the water gets low in the tender.

If the boiler is foaming, when any water or spray passes over into the injector steam-pipe the stream of water going into the boiler is pretty sure to break. With a re-starting injector it will sputter for an instant and go to work as soon as it gets dry steam.

A re-starting injector has such a large overflow opening that a moderate leak at the boiler check valve back through the injector will not prevent it priming promptly. With the small overflow opening for the non-automatic the check valves must be tight if you want the injector to work. This may or may not be an advantage for the re-starter because it gives a chance for the check valves to be neglected and thus waste considerable boiler water when the injector is not at work.

Piston Valve vs. Slide Valve.

MISSOULA, MONT., Nov. 23, 1908.

The popularity of the piston valve seems to be assured and I hope a few plain facts about it will be read with interest, and friendly criticism is heartily invited.

It is claimed one of its great points is the perfect balance, that it may become dry for want of lubrication or high water and, the engineer will not know it by the reverse lever in practice. We know this is not a fact, for the piston valve when dry will take reverse lever out of your hand, possibly not with such force as a large slide valve, but enough to assure you of the conditions. Now, it is the impression that steam pressure being equal on all sides of valve it should handle as good with throttle open as shut, except for exhaust steam striking valve head and knocking it slightly out of balance.

Now, for an explanation will say the valve or valve chamber being 14 inches in diameter, the circumference would be about 46 inches; the thickness of valve rings, that is, the surface of ring pressing against walls of steam chest, is at least $\frac{1}{2}$ inch. This will give you a surface of approximately 23 square inches on each admission ring. If you had 200 pounds pressure in steam chest these two admission rings are exposed to about 2,300

pounds pressure outwardly against walls of steam chest. We have 200 pounds to the square inch pressing against one side of those rings, creating a friction on its side bearing against valve head. This counteracts the outward pressure, but what percentage of this outward pressure is counteracted I am not able to figure.

For example, did you ever have an engine with throttle leaking and, to leave engine you had to center your valves, that is, shut off admission of steam to both cylinders? Lever will be near center; and I have seen two men do their best and could not get the lever to move off the center, and they had to have engine moved with another engine; this to get pressure relieved in steam chest. We suppose this valve was not very well lubricated. The admission rings and bushings must have been in good condition for, if steam was blowing around those rings it would counteract the pressure holding them so tightly against walls of steam chest. I do not claim this 200 pounds is direct pressure against the rings, but there is a great percentage of this pressure acting outwardly on those admission rings, holding them against walls of chest. A man well posted on valve motion writes: the admission ring of piston valve, if broken, would not cause a blow. With your admission ring broken and your exhaust ring on same end of valve standing on center of cylinder port what will keep steam from escaping from steam chest by broken admission ring around exhaust ring, as it is only a $\frac{5}{8}$ ring standing in center of a $1\frac{1}{4}$ -inch receiving and exhaust port.

The large 14-inch piston valve is considered the most active piston valve in use on locomotives on account of large valve giving a more free admission and exhaust of steam, but those valves are not economical on fuel. This valve cuts off part of its live steam 24 inches from cylinder; that is, there is steam passing from boiler to smoke-stack that does not get within 24 inches of cylinder. This is called piston clearance. The large valve with its large steam port around it has made the engine more active, but at the expense of fuel. Every time you admit steam to cylinder you must fill this port and cavity clear up around top of valve, and when valve moves to exhaust position this port and passage full of steam is the same pressure as steam in cylinder. Valve moves to exhaust position and this port and cavity from bore of cylinder clear up both sides and around top of valve goes to atmosphere. It has never been inside of cylinder. This is a great waste when you consider that four times every time you turn a wheel you have lost this port full of steam. Of course,

this piston clearance or port waste is in the slide valve engine too, but not to such an extent unless a narrow valve is used on a long stroke engine.

Now, we will speak of port friction. Excessive port friction is one of the drawbacks to the piston valve on account of the numerous bars across cylinder port. This apparently has never been overcome. There is not one intact body of steam of any volume going into cylinder on account of the way the port is cut up. This causes excessive port friction. The slide-valve engine admits and exhausts steam in almost one intact volume. When it exhausts it makes one—wow! on fire—and then it leaves it alone until the next exhaust; but the piston-valve exhaust has a tail delayed whipping around those bars and has a more continuous drag on the fire.

Now, I want to ask the piston valve man why he cannot do away with all but one of those bars across the cylinder port. For example, will say your port is $1\frac{1}{4}$ inches across. Your valve has 1 inch lap or $1\frac{1}{8}$ on some of them. Valve being line and line on exhaust side will leave you one inch lapping over. Would it not be possible to use just one ring, it being the same width as from the inside of admission ring to outside of exhaust ring, or this one ring to be the same width as the two rings now used and the space between them? Will say valve is line and line on exhaust side. That would leave you 1 inch or $1\frac{1}{8}$ inch surface of ring all around steam chest seated. Now, if ring was grooved in valve head a little deeper so it could not tip it could not catch on edge of port, which is the reason bars across port are used. You will have to have one bar for joint of this one ring and joint would have to be kept onto this bar, but that is easily done. This ring could be cut away in center to lighten it on inside face next valve head, but outside face must be smooth and true. We will set this hollow-spool piston valve with ends open, line and line on exhaust side. They are giving this valve exhaust clearance and what is the effect? They can exhaust steam from one end of cylinder into the other end of same cylinder. If, for example, we were to give this valve a half-inch exhaust clearance steam would exhaust out of one end of cylinder, pass through hollow valve and if it was quick enough would have one-half inch port opening to get into the other end of same cylinder, and this is getting steam where we do not want it, not right at that time.

The same thing would occur with common slide valve. So, gentlemen, if you want to use exhaust clearance on piston valve to any extent, block the hollow passage through valve; the slide

valve does not need this exhaust clearance.

M. J. MALONEY.

The foregoing letter we feel has elements which produce discussion, and we shall be disappointed if further discussion of this important question does not come in.—EDITOR.

Electrical Railroading.

BY ELWOOD GRISSINGER

PART XXXIII.

The absence of any form of commutating devices on the constant speed types of induction motors greatly simplifies the scheme of windings upon both the stator and rotor parts of such motors. The active winding, or that winding receiving the energy from the supply line, is always placed in the stationary part of the motor, which is the frame. The revolving element of the constant speed induction motor receives its electrical energy by induction as a result of the current in the stator winding. There is, therefore, no commutating device necessary for the rotor winding. Such a motor is distinguished by an absence of any sliding or moving contacts. It is much simpler to build and corre-

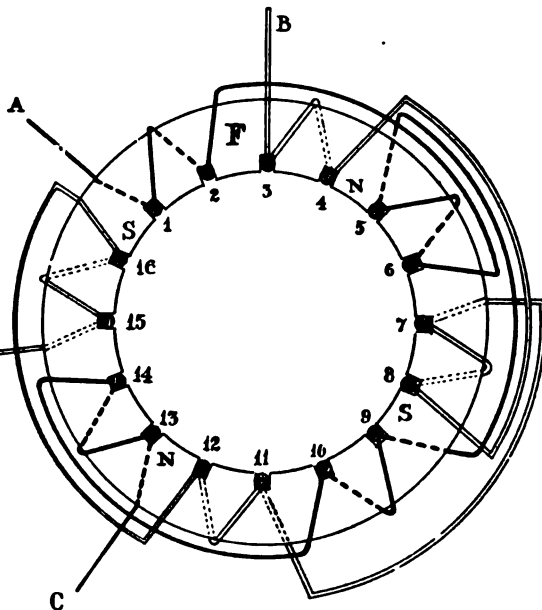


FIG. 1.

spondingly simple in its operative characteristics.

The stator winding of an induction motor is divided into two general classes, known as the ring and drum types. Very little use is made of the ring style of winding, the general practice being to use the drum winding only. These windings are placed within slots punched in the inner periphery of the stator magnetic circuit. The coils which are laid within these slots and then connected together may be either hand formed or they may be machine formed for the drum style. In the ring type of winding the coils must necessarily be hand wound.

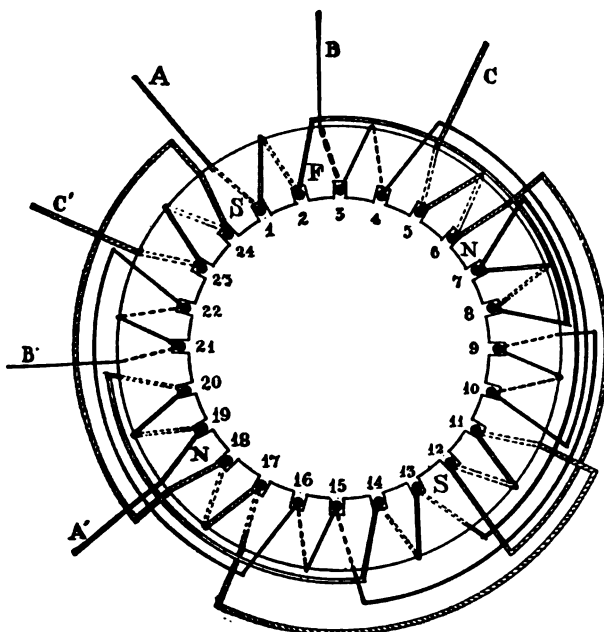


FIG. 2.

The magnetic circuit of the stator is in the form of a ring, the thickness and radial depth of which depend upon the design of the motor for the service it is to perform. This ring of magnetic material is shown as if looking at the end of the shaft of a motor. Figs. 1, 2, 3 and 4 herewith indicate this ring, with the slots punched in it, as F. As stated in previous papers, this ring is not a solid piece of magnetic material but is made up of a large number of individual rings placed side by side and then clamped under pressure between end plates which are se-

cured within the frame of the motor. Special grades of steel are used in making up these rings. They are usually lacquered between adjacent layers in order to reduce the heating of the motor and the energy losses which would otherwise creep in. Within the inner circle of the figures shown rotates the moving element (rotor) of the motor, suitably supported in bearings forming a part of the motor frame. This rotor corresponds to the armature of the direct current motor.

The winding shown in Fig. 1 is intended to represent the ring style of winding for an induction motor having four poles, the winding being the ring type for a two-phase current. The stator winding is therefore made up of two circuits, A C and B D, each circuit being respectively continuous and equally spaced around the magnetic circuit. The circuit A O in Fig. 1 starts at slot No. 1 by passing into that slot at the back of the ring, and after having been brought through the slot is led up the front of the ring to the

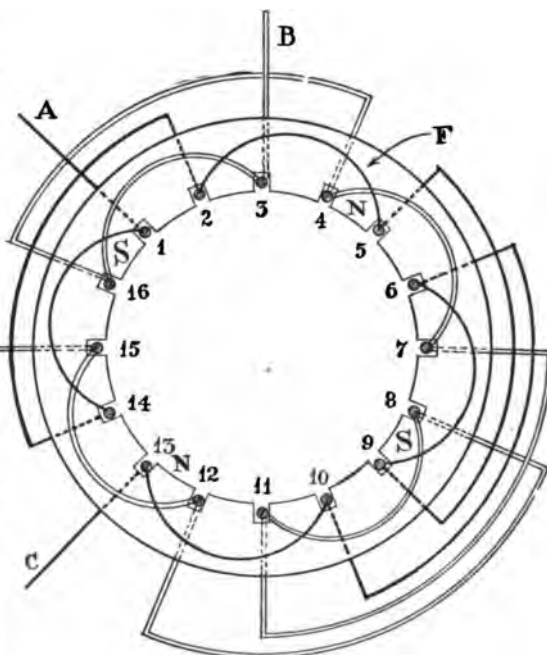


FIG. 3.

top, passing over the ring and down the back into slot 2, when it is carried up the front of the ring and across to slot No. 6, passing into slot 6 from the front and going toward the back, from which point it is carried up the back of the ring and brought forward to enter slot 5 from the front. After coming away from slot 5 in the back, the circuit is carried forward to slot 9, going to 10 and from 10 to 14 to 13 and out.

It will be noted from a study of the path of the circuit that the winding of A O is divided among four pairs of slots and that the wires are carried through slots 1 and 2 and 8 and 9 in the same relative direction, while for slots 5 and 6 and 14 and 13, the wires are carried in an opposite direction to what they are in slots 12 and 2 and 8 and 9. This is the same general practice that is found in the winding of the field coils on direct current generators and motors, i. e., the adjacent field coils have their connections made with one another so that the current creating the field magnetism flows in opposite di-

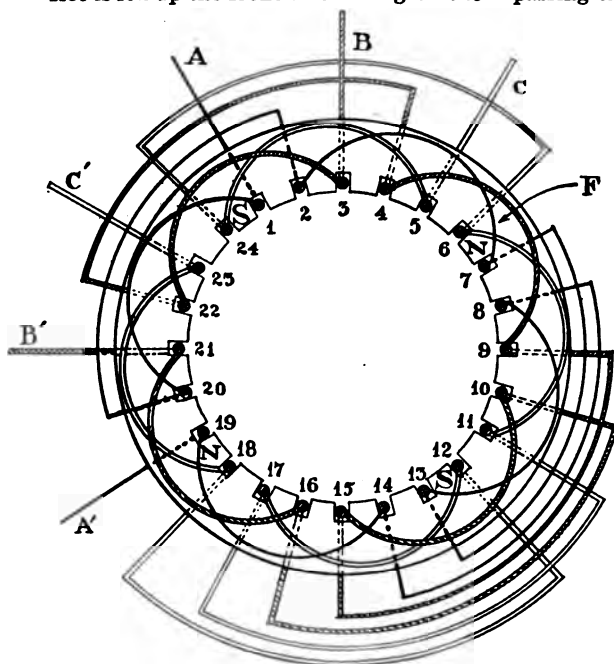
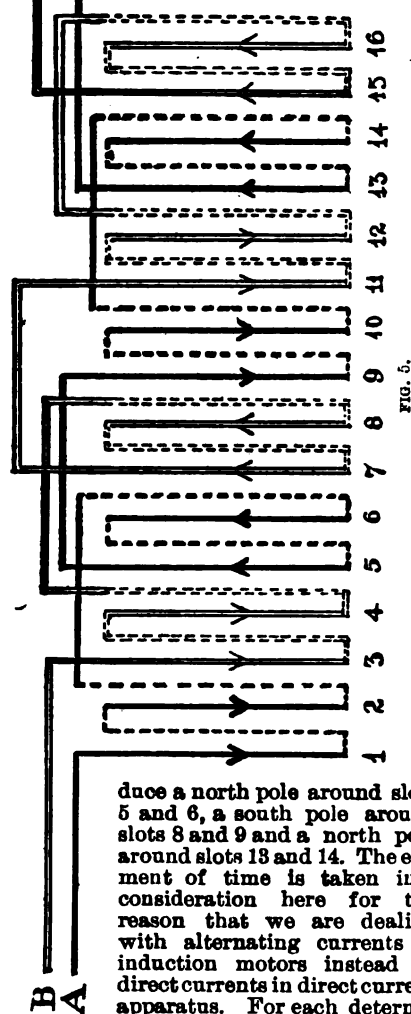


FIG. 4.

reactions around adjacent field coils. This is done so that the adjacent field poles shall have opposite magnetic polarity. In the particular case under consideration, for an instantaneous value or direction of the current through the circuit A C, if such current were traveling in a direction through the slots 1 and 2 so as to create a south magnetic pole around the slots 1 and 2, then for the same instant of time, the same current would in-



duce a north pole around slots 5 and 6, a south pole around slots 8 and 9 and a north pole around slots 13 and 14. The element of time is taken into consideration here for the reason that we are dealing with alternating currents in induction motors instead of direct currents in direct current apparatus. For each determinate element of time in the induction motor, the polarity around the various pairs of slots is changing, i. e., the magnetic poles are being shifted around the ring at a uniform rate.

The circuit lettered as B D of Fig. 1 can be traced in the same manner as for circuit A C, from which it will be observed that there are also four pairs of slots equally spaced around the ring, the slots of circuit B D being placed between the slots of circuit A C. It will also be noted that the lead B enters slot 8 from the back, or in the same manner relatively as does lead A into slot 1. This means that the two circuits are wound around the ring in the same direction, and they are, of course, of the same size of wire and of the same number of turns of wire per slot or coil.

The machine described and illustrated in the diagram as Fig. 1 is supposed to be as stated, a two-phase motor. This means that there are two independent phases or circuits leading up to the motor, the voltage or electromotive force of the one circuit lagging behind the other 90 degrees or what is the same thing, one circuit leads the other in E. M. F. by 90 degrees. Therefore, the circuits A C and B D would be connected to the two phases, the circuit A C to one of the phases and the circuit B D to the other phase. It is immaterial which way these circuits are connected to the two phases, i. e., A C can be connected to either of the two phases of supply and B D likewise, except that each of the two circuits must be connected to different phases. The two-phase feature means that when current is entering the circuit A C at A we will say in a positive direction, energy is entering the circuit B D at D in a negative direction. As illustrated and described in preceding papers, it will be recalled that the currents and electromotive forces in two and three-phase circuits do not have constant values, but that, instead, the electromotive force for any circuit begins at zero positive and increases to a maximum, then decreasing to zero positive. It then passes through the zero positive value and increases to a maximum negative value, from which it decreases to a zero negative value, and so on. This is true for each of the two circuits in a two-phase machine and therefore applies to the circuits A C and B D for the example illustrated. It is this change in value of the electromotive forces and the change in their respective signs, i. e., plus or minus, that gives rise to the relative and progressive shifting of the magnetic field about an imaginary axis. The relative positions of the imaginary radial lines of the magnetic poles are always the same, i. e., when a south pole begins to rotate about the ring, all the other poles are rotating in the same direction, at the same rate of speed, etc.; provided, of course, that the two windings of the motor are alike and are in operative condition.

For a given period in the cycle of voltage changes, the currents in the two circuits may be such that a south pole is created between slots 1 and 16, a north pole between slots 4 and 5, a south pole between slots 8 and 9 and a north pole again between slots 12 and 13. The continua-

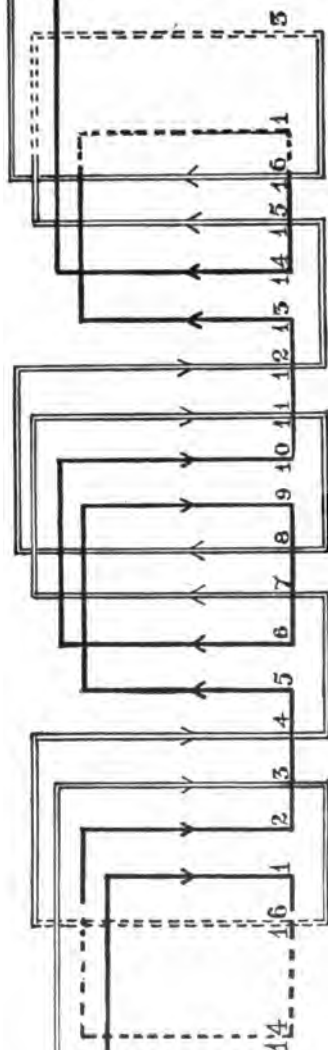


FIG. 6.

tion of the changes in values and direction of the supplied energy will cause the south pole to approach slot 1 more closely, then pass slot 1, 2 and so on around the

circle, while all of the other poles are shifting in the same uniform and progressive manner. The shifting does not proceed by steps as might be thought, but proceeds in a regular manner and by infinitesimal increments at a rate

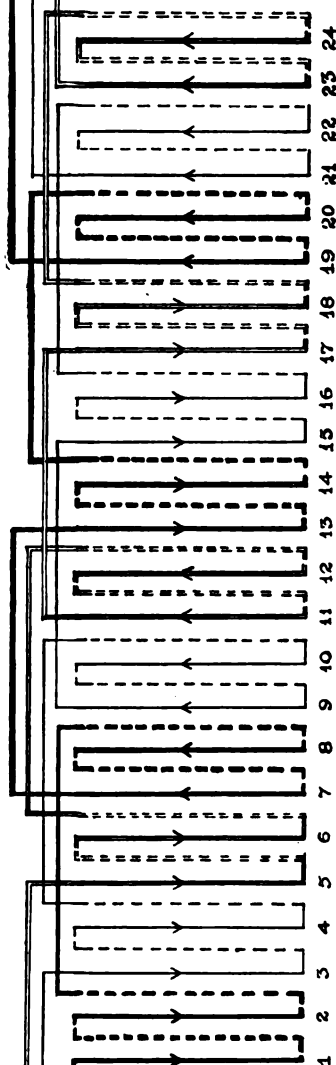


FIG. 7.

of speed depending only upon the number of alternations in the supply circuit, and the slip of the motor—(a feature of design).

If the motor intended to be illustrated by the diagram in Fig. 1 were cut in half on a

line parallel with the shaft and the two halves spread out flat with the winding in place, the projection of the windings would appear as shown in Fig. 5, where the

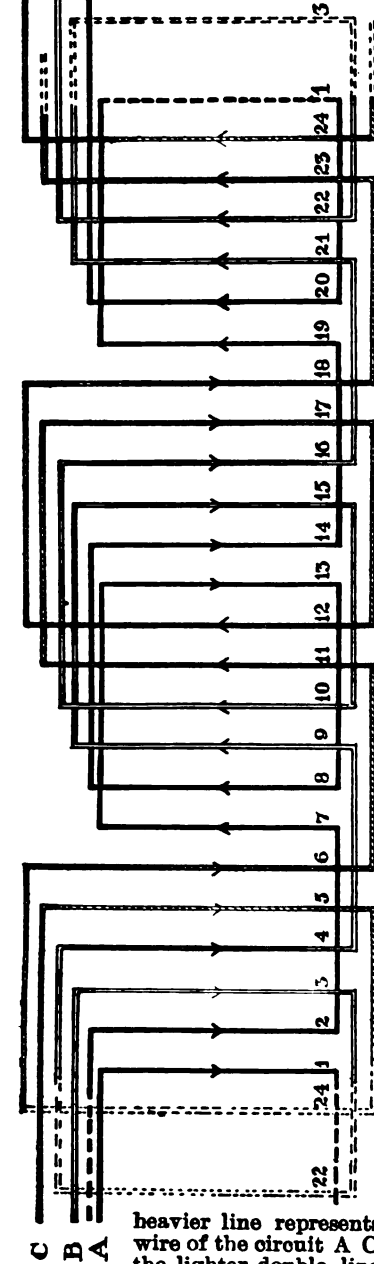


FIG. 8.

heavier line represents the wire of the circuit A C and the lighter double line the wire of the circuit B D.

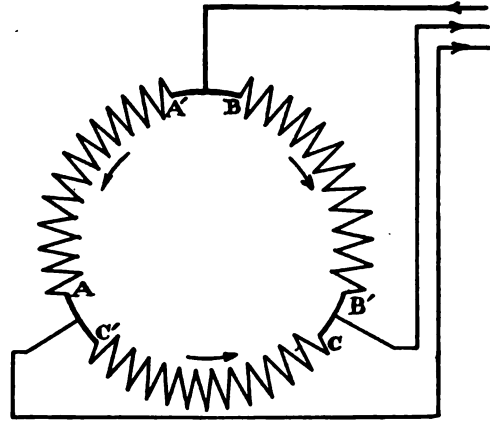


FIG. 9.

The shorter lengths and vertical parts of the lines represent that part of the winding which lies in the slots and the dotted portions of the same lines are those portions of the circuits which pass over the edges and around the ring. The horizontal lines to the right and left are those of the terminals of the motor circuits, while the horizontal lines above the vertical ones are the connecting leads passing from one slot to another on the outside of the ring. The vertical wires are numbered the same relatively as are the slots in Fig. 1. The arrow points on the vertical wires show the direction of current in those wires for a certain point in the cycle, there being in this case four slots per pole, or two slots per pole per phase.

The drum-wound type of stator is shown in Fig. 8 for a four-pole, two-phase machine. All of the figures are intended to show types of induction motors having but one coil per slot. This

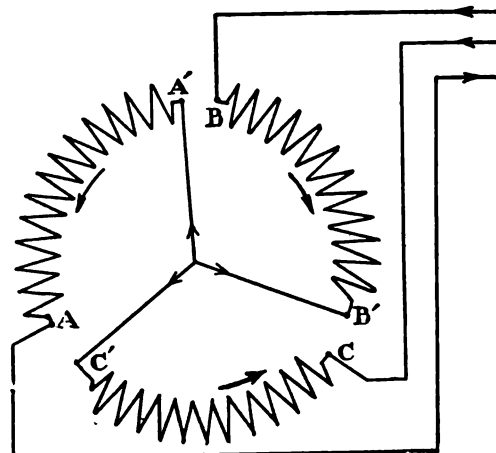


FIG. 10.

has been done for the purpose of simplifying the drawings.

For Fig. 3, the circuits are lettered as A C and B D as before. The slots are numbered in the same manner and in general the motor is identical with Fig. 1, the only difference being in the manner of winding the coils and consequently in connecting such coils together. It will be seen that the circuit A C enters at A through slot 1 as for Fig. 1, but that the connecting lead passes across the face to slot 14, through slot 14 to the back and across to slot 2, forward through 2 and across the face to slot 5, etc., emerging at 13 from the back. This style of winding makes possible the forming on a machine of a coil, having a free end at A and a free end at the back to connect to the coil that will lie in the slots 2 and 5. It simply means that all coils are approximately of the same relative shape, the free ends of the same coming out at the same side of the machine, the cross connections at the other side of the machine being solid, as at slots 1 and 14, 2 and 5, etc. At the back of the machine, the free ends of the same coils are readily connected together in their proper relation and then soldered. The winding illustrated in Fig. 3 produces the same results in the same manner as does that shown in Fig. 1.

The development of the winding of Fig. 3 is as shown in Fig. 6, where the vertical wires are distinguished by a heavy and a double line. These wires are numbered as are the slots from 1 to 16 inclusive, with slots 16, 1, 14 and 3 repeated to show the completion of the circuits. The horizontal lines show the terminals A B and C D and the cross connections from slot to slot at the front and back.

The four-pole three-phase motor is shown in the ring type of winding in Fig. 2 and the drum type of winding in Fig. 4. For Fig. 2, there are 24 slots, six slots per pole and two slots per pole per phase as before. The same numbers and lettering apply to Fig. 4, the circuits being lettered as A B C and A' B' C'. A greater number of slots are necessary because of the addition of one phase to the set of circuits. The method of winding and the general arrangement of the same is identical with that described in Figs. 1 and 3. The development of these two types of windings are shown in Figs. 7 and 8 respectively.

There can be two different methods of connecting the windings of a three-phase motor and these are shown in Figs. 9 and 10 respectively. The Delta (Δ) connection is shown in Fig. 9. This style of winding as applied to the motors diagrammed in Figs. 2 and 4 shows that A' is connected

to B and that their junction is joined to one of the line wires supplying the motor with power; B' is connected to C and the two together connected to a second of the line wires of the three-phase circuit, while C' is connected to A and these two are then connected to the third wire of the three-phase circuit. This forms a closed circuit winding and has been termed the Delta connection.

The other style of connection has been termed the Star or Y. This is shown in Fig. 10, where the ends of A', B' and C' are joined together at a common neutral point (here shown in the center), while the other ends of the respective coils, as A, B and C, are joined to the respective line wires of the three-phase supply circuit. Both styles of windings cause the motors to operate in the same manner and by the same general lines of reasoning. The differences in the electrical characteristics of the two windings lie in the relative voltages and current strengths at which they will deliver their power. Without attempting to make a mathematical or analytical demonstration as to the reasons for such differences in their operative characteristics, it will suffice to say that the Delta-connected three-phase motor will take 1.732 times as much current and .577 times as much voltage as the Star or Y connected three-phase motor, it being understood that the two motors being compared are of the same general design as to the number of poles, voltage, capacity, etc.

Railway Development.

J. W. READING.

(Continued from December JOURNAL.)

Indiana was one of the middle Western States that early saw the necessity for doing something to facilitate transportation. As early as 1818 the State's first governor, Jonathan Jennings, in a message to the legislature said:

"The internal improvement of the State forms a subject of the greatest importance and deserves the most serious attention. Roads and canals are calculated to afford facilities to the commercial transactions connected with the exports and imports of the country, by lessening the expenses and time attendant, as well on the transportation of the bulky articles which compose our exports as on the importation of articles, the growth and manufacture of foreign countries, which luxury and habit have rendered too common and almost indispensable to our consumption. . . . The success which has attended the exertions of the Jeffersonville & Ohio Canal Company affords the flattering prospect of a speedy com-

ment upon the great object for which the corporation was created. . . ."

Thus it will be seen that canals as far west as "Hoosierdom" were being agitated before the great New York & Erie Canal was a fixed fact.

Following the year 1818 the condition of public affairs was deplorable, the State was practically bankrupt. By 1823 immigration was affording the State considerable accessions to her population and despite the financial troubles the people who, for the most part, depended wholly upon agricultural products, were enjoying moderate prosperity. Nevertheless, the payment for the lands, the extensive consumption of European goods, and a want of a market for the surplus produce placed the balance of trade against the people and produced general distress.

The Hon. Wm. Hendricks succeeded Jonathan Jennings as governor and in a message to the legislature said:

"We ought to leave free and unshackled, as far as we can, our resources for improvements and purposes which the interests of the State may hereafter require, if not at our hands, at the hands of those who succeed us. . . . Let us not lose sight of those great objects to which the means of the State should at some future day be devoted—the navigation of the falls of the Ohio, the improvement of the Wabash, the White, and other streams, and the construction of the National and other roads through the State."

In 1825 Governor Ray called the legislature's attention to the necessity of some means to handle the exports and imports. Among other things, he said:

"On the construction of roads and canals we must rely as the safest and most certain State policy to relieve our situation, place us amongst the first States in the Union and change the cry of 'hard times' into an open acknowledgment of contentedness. . . ."

It was during Governor Noble's administration in 1833 that the first tangible evidence was given of something being done in the canal line. It was during Governor Noble's administration that the Wabash & Erie Canal was commenced and a portion completed. In 1832, 32 miles of this canal were placed under contract. During this year a communication was addressed to the governor of Ohio requesting him to call the attention of the legislature of that State to the subject of the extension of the canal from the Indiana line through Ohio to Lake Erie.

Governor Lucas of Ohio laid the matter before the legislature of his State and, in a spirit of courtesy, resolutions were adopted by that body stipulating

that if Ohio should ultimately decline to undertake the completion of that portion of the work within her limits, before the time fixed by Congress for the completion of the canal, she would, on just and equitable terms, enable Indiana to avail herself of the benefits of the lands granted, by authorizing her to sell them and invest the proceeds in the stock of a company to be incorporated by Ohio; and that she would give Indiana notice of her final determination on or before the first day of January, 1838. The legislature of Ohio also authorized and invited the agent of the State of Indiana to select, survey, and set apart the lands lying within the State.

In 1834 the governor of Indiana called the attention of the legislature to the "praiseworthy and public-spirited enterprise of that portion of our citizens interested in the line of railway designated by the Lawrenceburg & Indianapolis charter." In this same year the Michigan boundary question caused considerable agitation and raised the question whether the Wabash & Erie Canal should be fathered by that State or Ohio.

Michigan, notwithstanding the approval by Congress of the constitutions of Ohio, Indiana and Illinois, in which each of their respective boundaries were clearly pointed out, claimed as her southern boundary an east and west line drawn through the southern extreme of Lake Michigan.

In recognition of this claim Indiana would have lost a district ten miles wide extending entirely across the northern portion of the State.

During 1835 the work on the Wabash & Erie Canal was pushed with energy and success. The middle division extending from the St. Joseph dam to the forks of the Wabash, about 32 miles, was completed at a cost of about \$230,000.

Navigation was opened on this portion of the canal on July 4th of the year named.

The year 1836 was a banner canal year for Indiana. In that year about 80 miles of the work on the White Water Canal, 23 miles of the Central Canal, the Cross-cut Canal from Terre Haute to the intersection of the Central, and other canal work were contracted for. The Wabash & Erie Canal progressed steadily.

Early in this year a party of engineers was organized and directed to examine into the practicability of the then contemplated Michigan & Erie Canal line. The result of their operations gave evidence of the expediency of the work.

Soon after the organization of the board of internal improvement, a party of engineers was fitted out and entered upon the field service of the Madison & Lafayette

Railroad; and in the same year contracts were made for the building of this road from Madison to Vernon, on which work was actively commenced. Contracts for grading and bridging the New Albany & Vincennes wagon road were let. A number of turnpike roads were undertaken, and taking it all in all the year 1836 proved as a memorable one for the stupendous work of internal improvement commenced. Truly did Governor Noble remark:

"Upon the issue of enterprise in which we are now engaged our State has staked her fortunes."

It soon became evident that the State had undertaken entirely too much. The taxpayers would not stand for it, and the condition of the public works was on a rapid decline by the end of the year 1837, and it was so in a very much more discouraging degree by the close of 1838. The condition of the State at this time was truly critical. Money to the extent of \$3,827,000 had been borrowed for the internal improvement purposes. One million three hundred and twenty-seven thousand dollars went into the Wabash & Erie Canal. Upon the whole of this sum the State was paying 5 per cent interest, which of itself became an unbearable burden.

The year 1840 found the people laboring under the complicated embarrassments of the disastrous results. The great question at this time was: "What shall we do with our public improvements?"

The number of enterprises undertaken was ten, of which the most important was the Wabash & Erie Canal. Their aggregate length was 1,160 miles. Of this length only 148 miles had been fully completed. The amount which had been expended in the various improvements was something over \$5,600,000, and it was estimated that it would take \$14,000,000 to fully complete the work undertaken. In 1839 all work, with one or two exceptions, had ceased and most of the contracts had been surrendered to the State. The years 1840-41 were dark ones for Indiana; nor were the prospects brightened at the beginning of 1842. The State defaulted on the interest of its public debt in 1841, and the people were compelled to acknowledge the unwelcome truth that the credit of their State had not been sustained.

At this time the Madison & Indianapolis Railroad had finished and had in operation about 28 miles of the total of the 85 originally intended. The grading and bridging of the other portion was partly completed. The amount the State had expended on this railroad up to this time amounted to \$1,493,013. The State debt at this time was \$18,469,146.

The Hon. James Whitcomb assumed the

duties of governor in 1843, and through the judicious operations of his government the public credit of the State was redeemed.

Measures of compromise between the State and its creditors were adopted by which, ultimately, the public works, although incomplete, were given in payment for the claims against the government. In this and other ways the State was again placed upon a respectable footing in the Nation.

At the close of the year 1850 Indiana had 212 miles of railroad in successful operation, 124 of which had been completed in that year; and at this time there were more than 1,000 miles surveyed and in process of construction.

When the Pennsylvania & Ohio Railroad reached Crestline and it was proposed to extend it to Fort Wayne under the name of the Ohio & Indiana Railroad, Judge Samuel Hanna of Fort Wayne was largely instrumental in inducing the people of Allen county to vote a subscription of \$100,000 to its capital stock. Without this timely aid the work would have been indefinitely postponed. The project was strong in merit but weak in funds. It was difficult to find responsible parties who were willing to undertake the construction of the work; but Judge Hanna was equal to the emergency. In 1852 he, in connection with other prominent citizens, took the whole contract from Crestline to Fort Wayne, a distance of 132 miles, and immediately entered upon the prosecution of the work.

After making considerable progress the available means of the company became entirely exhausted and the work brought to a standstill. No one could devise the ways and means to advance a step in the construction. At this time Dr. Merriam was the president of the company and was so discouraged over the future outlook that he resigned his position. Judge Hanna was elected to fill the vacancy and three days later was in the East pledging his individual credit, along with that of some others interested, for funds.

Being quite successful, he went at once to Montreal and Quebec to redeem iron that had been forfeited for non-payment of transportation. Work was again resumed; the Ohio & Indiana Railroad was once more making progress, and in November, 1854, cars from Philadelphia and Pittsburg came rolling into the city of Fort Wayne. Construction work was done from Fort Wayne eastward, the material coming to the city over the Wabash & Erie Canal.

The first locomotive that reached Fort Wayne came by way of the canal in charge of R. W. Wohlfort, and arrived

June 4, 1854. So great was the interest and curiosity upon its arrival that hundreds of the citizens were at the boat dock to see what was commonly termed in those days the "iron horse."

During the autumn of 1853 when the Ohio & Indiana Railroad was having its financial embarrassments, the Fort Wayne & Chicago Railroad Company was organized and Judge Hanna elected president. The means of this company to prosecute the work were to be derived mainly from the sale of stock and bonds. The stock subscriptions, which were paid in cash into the treasury, were very small, amounting to less than 3 per cent of the final cost of building and equipping the road between Fort Wayne and Chicago.

The greater number of shares of stock were traded for uncultivated lands, farms, town lots, and labor on the road. A large portion of the real estate thus conveyed to the company in payment of subscriptions to stock—over \$1,000,000 in value—was mortgaged by the company to obtain the necessary cash means to pay for grading the right of way. Other cash means had to be derived from the sale of bonds, and as the company had but recently been organized, with but little work done on its line of road, its securities were hard to dispose of. In the face of these discouraging circumstances, which would have overwhelmed almost any other man, Judge Hanna went resolutely to work upon the new line. He was thus president and manager to two companies—both without money except what his energies provided—whose united lines extended from Crestline, O., to Chicago, Ill., a distance of 280 miles. He was also the leading contractor for one of the lines. Instead of getting discouraged over matters that would have crushed most men he was fully up to the occasion. The difficulties that surrounded him seemed to nerve him to greater effort. Under such adverse circumstances it was not to be expected that the work would progress with great rapidity. The Pennsylvania Railroad Company extended a little assistance to the new enterprise, but not sufficient to effect any decided results. In the beginning of 1857 the line was completed west of Fort Wayne as far as Columbia City, and considerable grading had been done between that town and Plymouth, a distance of 45 miles farther west. During the year last named it became apparent to many of the stockholders as well as the managers of the several corporations between Pittsburg and Chicago that the best interests of all would be promoted by merging their separate existence into one great consolidated company.

Judge Hanna early and earnestly espoused the cause of consolidation, and a meeting was called at Fort Wayne to consider and act upon the subject. At the meeting considerable opposition was shown against merging the different roads. This opposition was headed by a shrewd and talented man named Charles L. Boulton, and he with others noted for keenness in business matters engaged earnestly in the debate, taking a decided stand against anything looking toward the merging of the lines. For a time it looked as if the opposition would win out, but here again Judge Hanna showed his diplomacy and presented such an array of figures, facts and arguments, that he won over many of his opponents; thus, on the first day of August, 1856, the three minor companies were obliterated on terms satisfactory to themselves, and the great Pittsburgh, Fort Wayne & Chicago Railway was born. The Hon. G. W. Cass was elected president and Judge Hanna vice-president of the consolidated company.

The new arrangement infused new life and energy into the work. Jesse L. Williams was appointed chief engineer and under his vigorous management in November, a little over three months after the consolidation, the road was open to Plymouth, 66 miles west of Fort Wayne. That section of the Cincinnati, Peru & Chicago Railroad extending from Plymouth to La Porte and there connecting with the Michigan Southern and Northern Indiana Railroad, was opened for business about the same time, thus giving by the aid of two other lines a through route from Pittsburg to Chicago.

There was a desire on the part of a goodly number of the stockholders to let the Pittsburgh, Fort Wayne & Chicago line rest indefinitely at Plymouth. This Judge Hanna vigorously opposed. Nothing but a direct independent line—the company's own line—would satisfy him. As the roundabout arrangement, upon trial, proved disadvantageous to the company, it was abandoned and the direct line pushed forward to early completion.

Hon. Samuel Hanna was in a great many respects a remarkable man. He came to Fort Wayne in 1819 when he was in his twenty-second year and found the place a mere Indian trading post. Outside the "post" and its immediate vicinity there were no white settlers, and the country in every direction for hundreds of miles was an unbroken wilderness. He entered at once into mercantile pursuits, his chief customers being Indians. From his first settlement at Fort Wayne Mr. Hanna at all times evinced a desire to build up the town and

advance its material interests in every way.

In all meetings of the people for the promotion of public improvements he was a leading spirit.

As has already been stated, Fort Wayne, as Mr. Hanna found it, was in a wilderness. The country around afforded no supplies except what could be gotten in the killing of wild game, and a very small quantity of corn grown in the vicinity by the occupants of the "post," or fort.

Almost every necessary of life had to be brought from a distance; mostly from Miami county, O., by way of the town of St. Mary's, O., being transported to the latter place by wagons and thence to Fort Wayne by flat-boats down the St. Mary's River.

Goods purchased in New York came by canal and lake to the mouth of the Maumee, thence up that river to the "post."

Under the conditions, as has been described, it is not to be wondered at that the people were anxious for canals, plank-roads, or anything else that would improve facilities for moving supplies.

It is said of Judge Hanna that he was the first person to agitate the building of the Wabash & Erie Canal. He broached the subject to David Burr, a man of considerable influence and wealth, and the idea was favorably entertained. These two men formulated plans and opened correspondence with the Indiana representatives and senators in Congress and secured their favor and influence for the great undertaking. These efforts resulted in 1827, in a grant by Congress to the State of Indiana of each alternate section of land for six miles on each side of the proposed line through its whole length to aid in the canal's construction.

Strange as it may seem at this late day, a powerful opposition to the acceptance of the grant by the State was organized in some parts thereof, and Judge Hanna was elected to the legislature as the especial champion of the canal policy. The fight against the grant was a protracted one, but ended in the State accepting it and appropriating \$1,000 to purchase the necessary engineering instruments, and procure the survey and location of the summit level. Judge Hanna, David Burr and a Mr. Jones were appointed canal commissioners.

Mr. Hanna went to New York and purchased the instruments, returning by way of Detroit; packed them on horseback from that city to Fort Wayne. Civil engineers were very scarce in the West in those days, but the commissioners secured one and commenced

operations on the St. Joseph River, six miles north of Fort Wayne at a place where the feeder dam was afterwards built.

In 1848 an outlet for produce and an inlet for people were opened by the opening of the canal to the lake; the country began rapidly to settle, and prices for all kinds of property rapidly advanced.

Probably no one contributed more for the success of the canal policy during the first and trying years of its progress than Samuel Hanna of Fort Wayne. From 1828 until 1836 he was successively canal commissioner and fund commissioner, besides serving three years in the State Senate and one year in the House, representing as senator perhaps one-third of the State, and filling in each body, for a part of the time, the post of chairman of the canal committee. In these official positions he evinced the same shrewd tact and business judgment that a quarter of a century afterwards he displayed when he assumed the task of building that portion of the Pittsburgh, Fort Wayne & Chicago Railway west of Crestline, Ohio.

The building of the Wabash & Erie Canal was a big enterprise in its day and for a few years was a great benefit to northern Indiana. The Toledo, Wabash & Western Railroad, built in the years 1854-56, was the beginning of the end of the canal.

The canal was operated at a loss the last ten years or more of its existence, and in 1881 the promoters of the Nickel Plate Railway secured a large section of the old canal for its right of way. Where we, the old citizens of Fort Wayne, used to watch the canal boats moving to and fro, we now see moving trains, and all that goes with a modern railroad—a living, standing, magnificent example of the survival of the fittest.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

PALESTINE, TEX., NOV. 30, 1908.

EDITOR TRAIN RULES DEPARTMENT:
There has been a great amount of discussion here on the following questions and I would be pleased to have your opinion:

Second No. 3 has right over No. 4 D to A.

No. 4 is the train of superior direction and both are of the first class.

A is the regular meeting point for Nos. 3 and 4. No. 4 is due to leave A, and

first No. 3 has not arrived at A. No. 4 is ready to go.

Has second No. 3 the right to bring first No. 3 to A on their right order, or has No. 4 the right to proceed until meeting first No. 3 and there take siding for second No. 3?

Engine 249 will work 7 a. m. until 7 p. m. between A and D, meet No. 30 at D. At 7 p. m. work extra 249 has not arrived at D. What will No. 30 do?

We are going to have the new rules here but everybody seems to be indifferent.

MEMBER DIV. 194.

Answer: Under the revised rules second No. 3 could take first No. 3 ahead of them to A, providing that they overtake first No. 3 between telegraph stations. Revised Rule 94 reads: "A train which overtakes another train so disabled that it cannot proceed will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the superintendent. The disabled train will assume the right or schedule and take the train orders of the last train with which it has exchanged, and will when able proceed to and report from the next open telegraph office."

"When a train unable to proceed against the right or schedule of an opposing train is overtaken between telegraph stations by an inferior train or a train of the same class having right or schedule which permits it to proceed, the delayed train may, after proper consultation with the following train, precede it to the next telegraph station, where it must report to the superintendent."

"When opposing trains are met under these circumstances, it must be fully explained to them by the leading train that the expected train is following."

You will note that the above rule is sufficient authority for a leading section to precede a following section when such following section is not restricted by train order or when such following section holds a train order which gives them rights over the opposing train as in the case cited. We have repeatedly pointed out that this new Rule 94 is a dangerous one if lived up to strictly, for the reason that it permits one section to take another ahead of them even though the leading section may hold an order to wait at a certain non-telegraph station for an opposing train, if the following section has no orders restricting them. Mind you, I do not say trainmen would be foolish enough to do this, but I do say the rule permits it, and this fact makes it unsafe.

Those who favor the rule say that I am

mistaken and that the following section in case they overtake a leading section held by a time order or by a schedule would be held by the person of the first (or leading) section, forgetful of the fact that the rule expressly states that when they overtake a train under these conditions that they may take such train ahead of them in case they (the following train) have right or schedule which permits them to proceed. This does not look very much as though the leading train (and right here I wish to call attention to the fact that a section is a train within the meaning of the rule) was intended to restrict a following train by its person.

Another view taken of the rule is to the effect that if second No. 3 held an order to wait at a blind siding until 6 p. m. for an opposing extra and should they be overtaken at 5:40 or at any other time before 6 p. m. by third No. 3, that third No. 3 could not use the rule in this case and take second No. 3 ahead of them, for the reason that the schedule No. 3 has been restricted and therefore third No. 3's schedule is not good until the time limit addressed to second No. 3 expires. Of course that is the way it should be, but the rule does not make it so, and because it does not make it so it is defective. If we were to accept this interpretation of the rule as good logic we would find that a second section could never take a first ahead of them for the reason that whenever a leading section was restricted between telegraph stations it would be by right or schedule, and we would have to admit that the whole schedule was restricted, and therefore any following section would be restricted. It would also be necessary to change Rule 204, for this rule states that orders will be addressed to those who are to execute them, and if we expected following sections to execute orders held by leading sections they would have to be addressed to them, or the rule must be changed; for this reason such view is not possible, and clearly shows that the makers of the Standard code never expected following sections to execute orders held by leading sections.

Regardless of all these arguments the fact remains that the rule plainly states that a train unable to proceed against the right (train orders) or schedule of an opposing train, overtaken by a train of the same or inferior class that has right or schedule which permits it (the following train) to proceed may precede such overtaking train to the next telegraph office. A little thought will show you that this applies to sections, and for this reason I consider, the rule dangerous in its present condition and the only reason that it can

be used with any success at all is because trainmen are too wise to get caught in its meshes.

On roads which use this rule trainmen should get rulings as to what interpretation the officials intend to use in the execution of this rule as between sections. If they hold that following sections under Rule 94 are restricted by orders held by first and must execute them then the question immediately arises as to the following sections executing orders held by leading sections when such orders give additional rights instead of restricting rights. It seems to me that if it works one way it will work the other. The fact of the matter is Rule 94 is a misfit in its present condition.

Answering the second question: It is generally conceded that whenever any train expires by limitation that any orders issued for or relating to such train expire also and become of no effect. The book of rules states that train orders shall contain nothing except that which is essential; therefore, the fact that No. 30's order contains a limit to the existence of extra 249 makes such limit essential and potent for the use of No. 30. In such a case the dispatcher would not have the authority to extend the time limit of extra 249 without first notifying No. 30. But to make assurance doubly sure I would suggest that should a case as above occur that the matter be taken up with the dispatcher if possible before taking action.

Farmers Running a Railroad.

Six miles of railroad track between Shumway and Effingham, abandoned eight months ago by the Wabash Railroad because the business did not justify heavy expenses of maintenance, has been put in a novel business by the farmers alongside.

Some of the mechanically inclined constructed a sort of gondola handcar, with a long pole as propeller. Twenty can ride the craft at one time. It has been dubbed the "daylight limited," and on market days makes almost regular trips from end to end of the farmers' railroad.—*Mattoon Correspondence in Milwaukee Sentinel.*

What 50 Cents Worth of Electricity Will Do.

An enterprising engineer has figured out the number of things which can be accomplished with but 50 cents worth of electricity at 10 cents a kilowatt hour. Here are some of them:

Light an ordinary barn or stable with

three 16 candlepower lamps one hour every night, for 30 nights.

With a small motor attached to the washing machine and wringer 50 cents worth of electricity will do eight washings.

It will also do two weeks' ironing, using a 6-pound iron.

An electric fan can be operated three and one-half hours a day for 30 days for 50 cents.

Two weeks' sewing can be done on the motor-driven sewing machine for the same price.

It will light the porch light for three hours every night for two months.

Fifty cents will pay for the current consumed in using the electric heating pad three hours every night for 30 nights.

It will grind 1,125 pounds of coffee; broil 30 steaks; cook 20 rarebits in the electric chafing dish; fry 400 eggs.

It will run the blacksmith's forge-blower for a week.

It will hoist 2,000,000 bricks, two stories.

A one-horsepower motor will run seven hours at full load for 50 cents.

Last Railway Washerwoman in Scotland.

"Take care of the pence," says somebody, "and the pounds will take care of themselves." There is nothing mentioned about the shillings, but probably it is assumed that, like the pounds, they, too, may safely be left alone. Evidently, however, that is not the opinion of the N. B. Company, for, whatever it may be thinking of the copper and gold, it is certainly looking carefully after the silver. A most remarkable amount of economy is going on at present. Trains are being abolished, men who count their pay in shillings are being put on short and yet shorter time, when their services are not being dispensed with altogether. But that seems not to be enough. The charwoman who washed up the waiting-rooms for a few shillings a week is now no longer required, and the porter, presumably at his former wage, has this sanitary function added to his already multifarious and varied duties. It is enough to provoke a smile, were it not for the sad fate of the washerwoman. Where all this economy is going to end it is difficult to imagine. The man to whom it occurred that the washerwoman's pittance might be saved to help the dividends must be a genius, and whoever is working short time just now, it certainly cannot be him. It must involve him in a good deal of overtime to invent and think out all those methods of economy.—*Dundee (Scotland) Advertiser.*

Railroad Gleanings

Board of Inquiry on a U. P. Collision.

The results of an inquiry regarding a wreck on the Union Pacific, which was made by some of the highest officers of the Harriman lines and by some distinguished citizens, have recently been made public. The wreck took place at Borie, Wyo., on the Union Pacific, November 10. Train extra 223 east, 31 cars, 1451 tons, became uncontrollable near Ozone, Wyo., and collided on an 85-foot grade between the switches at Borie with work extra 1408. As a result of the collision ten persons were killed and two were injured. All the killed and injured were employees of the company, the killed including the enginemen of both trains, the conductor of the work train and brakemen on both trains. The accident was first investigated by a board which, besides officers of the road, included two bankers. This board recommended that W. H. McCormick, conductor, and E. R. Tracy, brakeman of extra 223, be dismissed from the service. There being some criticism of the action of the company a second board was convened, composed of the following: Charles C. Hughes, general superintendent Chicago & North-Western, retired; George M. Randall, Major-General U. S. A., retired; Frank D. Baldwin, Brigadier-General, U. S. A., retired; W. B. Scott, assistant director of maintenance and operation, Union Pacific and Southern Pacific; H. H. Forney, general air-brake inspector, Southern Pacific; A. L. Mohler, vice-president and general manager, Union Pacific; W. L. Park, general superintendent, Union Pacific.

This board examined all employees concerned in or having knowledge of the handling of extra 223, and from testimony by experienced engineers, firemen, conductors, brakemen and car inspectors of the fifth district of the Wyoming division of the Union Pacific, found that this train left Laramie and passed Buford in normal condition, which was held to support the findings of the first board that investigated the cause of the accident, which were as follows:

"After having heard the testimony of conductor McCormick, brakeman Tracy of extra 223 east, engineer Clinton, and fireman Hansen on work extra 1508, which were in collision at Borie at 7:40 p. m., November 10, 1908, we have reached the following conclusion:

"As the evidence shows, leaving Buford, extra 223 had a train line air pressure of 90 pounds; at a point between Ozone and Buford this pressure was re-

duced to 40 pounds; the conductor having stated that frequent applications and releases of air had been made without the necessary time being allowed the train line to recharge, we believe that the accident was caused by the improper manipulation of air by engineer Schley on engine 223, which resulted in his not having the necessary pressure to control the train when the emergency arose."

The second board of inquiry further found that had prompt and proper response been given by the crew with hand brakes the speed of the special train would have been checked and controlled in ample time to have prevented the accident.—*Railway Age Gazette.*

Appointments and Promotions.

MR. L. B. LYMAN, superintendent of the Sterling division of the Chicago, Burlington & Quincy, at Sterling, Neb., has been appointed superintendent of the Wymore division, with office at Wymore, Neb., succeeding C. B. Rodgers, resigned to take employment with another road. W. M. Weidenhamer, trainmaster at McCook, Neb., succeeds Mr. Lyman.

MR. C. S. MAHARG, superintendent of the Canadian Pacific at Saskatoon, Sask., has been transferred to Medicine Hat, Alb., succeeding J. S. Lawrence, assigned to other duties. T. R. Flett, superintendent at Brandon, Man., succeeds Mr. Maharg, and W. J. Uren, chief dispatcher at Winnipeg, Man., succeeds Mr. Flett.

MR. JOHN REED, of the mechanical department of the Oregon Short Line at Salt Lake City, Utah, has been appointed general superintendent of the Salt Lake & Ogden Railway, at Salt Lake City, in place of Mr. A. D. Pierrson, resigned.

MR. H. CARRICK has been appointed assistant division master mechanic of the Oregon Short Line, with headquarters at Pocatello, Idaho.

MR. A. WEST has been appointed master mechanic of District 1 of the Canadian Pacific, with office at Kenora, Ont., succeeding A. H. Eager.

MR. FRED REGAN has been appointed master mechanic of the Southern division of the Kansas City Southern, with headquarters at Shreveport, La.

MR. A. W. HORSEY has been appointed master mechanic of the Chalk River section of District 4 of the Canadian Pacific, with headquarters at Smith's Falls, Ont., succeeding G. T. Fulton.

MR. CALVIN SEBRECK, an engineer on the Cleveland, Cincinnati, Chicago & St. Louis, has been appointed road foreman of engines for the Indianapolis division. The position is a new one.

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JANUARY, 1909.

A Railroad Surgeon's Opinion of Railroad Men.

The JOURNAL has been favored with a large number of newspapers from east and west stating that Dr. R. W. Corwin, with the title of division surgeon of the Missouri Pacific at Denver, Colo., read a paper before the New York and New England Association of Railway Surgeons at the Academy of Medicine in New York on November 17, in which he said that many of the railroad wrecks in this country are brought about by railroad employees' love of women, drink and gambling. In fact, he says, the railroad employees have six moral defects—gambling, jealousy, drink, smoking to excess, domestic troubles and social ambitions—certainly a high compliment for railroad men as a class, a statement that needs no contradiction, though newspapers give it notoriety because it is sensational, not because they believe it is true; whoever associates with railroad men as a class and knows their real qualities will know such a general statement could not emanate from any man who had any regard for truth, and ten of the readers will put

Dr. Corwin down as a dope fiend where one will believe that what he says applies any more to railroad men than to doctors. Railroad men are not infallible any more than doctors, but are at a decided disadvantage in respect to their responsibilities. The railroad man cannot bury his mistakes; they are always public property and made the most of. If the mistakes of doctors could be made as public we believe there would be a less number assisting the undertakers.

The *New York World*, in an article on the doctor and his fees, says:

"There are 200,000 doctors in the United States, or one for every 400 of population. The average yearly income is estimated at \$750. A few doctors make princely incomes. There are great and good physicians who are not famous nor rich, and there are charlatans who are notorious and wealthy."

The distinction between the *New York World* and Dr. Corwin is that the *World* does not call the doctors as a class dope fiends or charlatans and gives credit for there being some decent ones—some that know enough about their business to get a decent living—and a bunch that all they have to brag about is a spattering of Latin which they haven't brains enough to use; and the unfortunate thing is that where there is a hospital department or relief association on railroads it is made a kindergarten for medical students and a place for the \$750 and under doctor to learn the business at the expense of these trainmen. Dr. Corwin talks about as licentious drunkards and gamblers. Dr. Corwin evidently wants to stand in with someone who regulates his salary.

We do not know this Dr. Corwin, but if his practice is as far off as his statements relative to the character of railroad men, he is surely in the class with Bill Nye's doctor who he said "made a specialty of eternal rest," or the doctor in Chicago who sent in a certificate of death and signed his own name as reason for cause of death.

The bureau at Washington in its accident bulletin shows that there were 800,000 deaths and 2,000,000 injuries during the past year among working men in

the United States, and we believe that if the record were obtainable it would show more people killed and injured by automobiles than killed and injured by the railroads, other than employees. We presume Dr. Corwin would diagnose the cause of all these disasters as gambling, jealousy, drink, smoking to excess, domestic troubles, and social ambitions; but we would rather think that most of them are accidents and that such mouthings as that of Dr. Corwin indicated that he should smoke some other kind of a pipe, and confine himself to water.

There are nearly 64,000 engineers, members of the Brotherhood of Locomotive Engineers, and they are classed in a body by Dr. Corwin as moral degenerates. The charge is such a gross misrepresentation of fact that we are almost ashamed to dignify his statement by discussing it; but he claims to be a railroad surgeon treating the men he condemns and who doubtless contribute to his salary, and who, in all probability, would be better off without his services.

We know there are a lot of good doctors in the service of the railroad companies. There are some bad ones who know more evil than medicine, and there are some nice young fellows learning the business by practicing on railroad employees. The railroad men do not take any particular exception to it, but when Dr. Corwin or any other doctor condemns the whole class of railroad men as immoral drunkards and gamblers, we want our readers to know about it, who know the engineers and know that intellectually as a class they are peers of any class of doctors, even if they cannot write a prescription in Latin, and we are willing to stand on their judgment as to whether there are proportionately more dope fiends and drunkards among engineers than among doctors. The engineers may smoke much, but not cigarettes; and from the standpoint of good citizens and Christian gentlemen no one familiar with engineers will turn away from them and look for medical men to sustain the churches. In fact, we do not fear comparison with a like number of any class of citizens, and Dr. Corwin or anyone else who makes

such a sweeping statement as he is quoted with making is either ignorant of facts, has indulged in something that gives him brain fog, or has some purpose other than that of stating a truth.

The President's Last Message.

President Roosevelt has said many things and accomplished much for the laboring classes. His course during the last Congress evidenced his earnest consideration for those who "earn their bread by the sweat of their brow," in his efforts toward the enactment of laws in their interest. The 16-hour law, and the amended employer's liability law, many employers did not like. They did not like the liability law because it created larger liabilities for them and because it abrogated the making of contracts in which the employee agreed to assume all the risk.

Some have appealed on constitutional grounds, and while it is all right to stand upon constitutional law, we want that law to fit the conditions of the present and not to be ruled out of court because of some law that has been out of date for a century.

Some employers did not like the 16-hour law and do not now because it interferes with doing business their own way, regardless of consequences to others, and there are many of the employees in train service who do not like it because it interferes with long hour earnings, and others because their runs had to be changed in order to comply with the law; but it would be hard to make a law in the interest of safety or for social reform which did not in some sense interfere with the individual desire to do as we like. We must give way to what is needed for the common good of the whole people.

The President, always vigorous and plain-spoken, does not mince matters in his presentation of subjects in the interest of the common people for the consideration of Congress in the present session. He says:

There should no longer be any paltering with the question of taking care of the wage-workers

who, under our present industrial system, become killed, crippled or worn out as part of the regular incidents of a given business.

The number of accidents which result in death or crippling of wage-workers, in the Union at large, is simply appalling; in a very few years it runs up to a total far in excess of the aggregate of the dead and wounded in any modern war.

Probably in no other respect is our legislation, both state and national, so far behind practically the entire civilized world as in the matter of liability and compensation for accidents in industry.

In this respect the generosity of the United States toward its employees compares most unfavorably with that of every country in Europe—even the poorest.

Our present system, or rather no system, works dreadful wrong and is of benefit to only one class of people—the lawyers. When a workman is injured, what he needs is not an expensive and doubtful lawsuit, but the certainty of relief through immediate administrative action.

The majority of wage-workers must have their rights secured for them by State action; but the National Government should legislate in thoroughgoing and far-reaching fashion not only for all employees of the National Government, but for all persons engaged in interstate commerce.

In discussing the subject of an old-age pension which is already in operation in Germany and other European countries, but never even suggested as a legislative proposition in the United States, though nothing can be more pitiful than the loss through old age of the job on which the home depends, and the privation which must follow, the President says:

As far as concerns those who have been worn out, I call your attention to the fact that definite steps toward providing old-age pensions have been taken in many of our private industries. These may be indefinitely extended through voluntary association and contributory schemes, or through the agency of savings banks, as under the recent Massachusetts plan. To strengthen these practical measures should be our immediate duty.

We could hardly expect the President to suggest a national plan for the care of the old and worn-out subjects of the nation. Canada can adopt a uniform plan and is now trying to work one out, but in the United States each State would need to adopt some plan, and if this is ever worked out those who are to be benefited by it must push some plan forward. The President has made a stronger plea in the interest of the wage earner than we had a right to expect, and it is in the direction of public thought in all progressive countries. The subject is worthy of agitation and it is for working

people to think out some plan and use their combined influence to put it in practice.

Congress does not like his reference to one of their acts, nor do the courts like his discussion of needed legislation to protect the integrity of the courts, but we do. We do not condemn the courts in any general sense, but there are those who occupy the position of judge who are led away by personal bias, and we need a law that will keep such judges within the realm of equity for all who come before it, so that the highest ideal of the integrity of the courts may be maintained.

The Sherman Act.

At a dinner given in New York City by the Ohio Society, President-elect Taft in an after-dinner speech, says among other things:

I want to say one word about the Sherman act. We stated in the platform that we proposed to carry out the Roosevelt policies, and a large part of those policies lies in carrying out the Sherman act, or such a modification as to effect the purposes of those who passed the act. It devolves upon the next administration to favor an amendment which will distinguish between those combinations which are harmless and not intended to be effected by the act and of those which it was intended to restrain. It will be the business of the next administration to lay down a rule by which all business men must be governed. It is a criminal statute, and business men are entitled to know the lines which they may not cross.

Organized labor desires to know the "lines they may not cross," and we hope the act may be amended back to its original, for as defined by the maker, Senator Sherman, it was not intended to be a bludgeon in the hands of lawyers and biased judges to beat the life out of organized labor, and the President-elect says: "It devolves upon the next administration to favor an amendment which will distinguish between the combinations which are harmless and not intended to be affected by the act, and of those which it was intended to restrain."

The influence of organized labor should be actively employed in favoring such an amendment, and we must remember that more than the President's influence is needed to bring success, for there are

many Van Cleves, Posts, etc., who will actively oppose everything in which organized labor has an interest.

Obituaries and Children's Pictures.

We are receiving many obituary resolutions, and letters and poems, with photographs of deceased members, with request to publish, though nothing of this character has appeared in the JOURNAL since 1896, when the convention held in Ottawa, Canada, adopted the plan which has since been followed, the substance of which has been published at the head of the Obituary column ever since, "That all deaths will in future be listed under the Obituary heading, with date and cause of death only. No resolutions of condolence, obituary letters or poems will be published in the JOURNAL."

We have followed this strictly, except in a few cases of early pioneers who had done yeoman service in helping to build up the Order, and that always prepared by the Editor and placed under Obituary heading. We are always in sympathy with those who desire to pay special tribute to our deceased members, and receive these prescribed communications with regret. It is not a pleasant duty in such cases to be obliged to call attention to the law and possibly seem to rule arbitrarily in such cases, and the Editor will be greatly pleased if he is in future relieved from such an unpleasant duty by having all remember that it is not a matter of choice with him, but a rule for his guidance that must be followed. If we remember that there are, like the record in the present number, eighty or more deaths listed, we can readily see what it would mean with a resolution for each, with the addition of letters, poems and pictures would make so much that they would not be read if published. We believe the plan pursued since the Ottawa Convention the best that could be devised as a means of general information, and we hope all concerned will feel as we do in relation to it, and not send other matter.

We would also call attention to the matter of pictures of children. None have been used since 1902, the Norfolk

Convention expressing its disapproval of giving them space. Not because they disliked children, but because when we opened the door to them they were sent in in great numbers, creating large expense with little return in general interest. The Editor had a year of unpleasantness in explaining and returning these pictures, but they still come, and it is a touchy subject. We very much dislike to disappoint some mother whose pride in her child induces her to send a picture for illustration. We like children, and it creates an unpleasant duty which we hope will be obviated with this understanding of the subject.

Book Notes.

"Air-brake and Electric Equipment," by Bro. D. R. Cafferty, member of Div. 419, air-brake and electric instructor Manhattan division, Interborough Rapid Transit Co., New York City, treats on the Westinghouse quick-action automatic air brake by questions and answers, and the equipment as a whole; has seven chapters on its peculiarities and troubles, and in 26 chapters gives a lucid, practical treatise on electric equipment, with questions and answers. The book contains 94 pages, pocket size, and would be a useful acquisition for those employed where electricity is used as a motive power. Bound in morocco, \$1.50. Address D. R. Cafferty, 751 Monroe street, Brooklyn, N. Y.

"Lockhart's Book of Instructions for Locomotive Firemen," by Charles F. Lockhart. The book treats on the firemen's duties and contains a practical treatise on combustion, locomotive construction, air brake, including the E T equipment, valve motion, including the Walschaert, train rules, signals, personal injuries and discipline—a territory not covered by many of such publications, and would be a valuable help to both engineers and firemen. Price, \$1.25. Address C. F. Lockhart, 6805 Kinsman road, Cleveland, O.

A new weekly magazine, edited and also published by Senator La Follette,

Madison, Wis., will put in an appearance the first week in January and will champion "Government by the people," deal with the records of public officials and political parties. "The truth about men and measures," says the prospectus, "proceedings in Congress and State legislatures will be given to its readers."

Education and the home will be discussed from a woman's standpoint in a department conducted by Mrs. La Follette.

The editorial department will no doubt be of a vigorous, spicy character, coming from the pen of the Senator noted for calling things by their right names. Subscription price, \$1.00 per year. Send to Robert M. La Follette, Madison, Wis.

Links.

A GRAND reunion of the Brotherhood of Locomotive Engineers, together with the G. I. A., will be held at San Antonio, Tex., March 29, 30 and 31, 1909.

The manifold attractions that the beautiful and historic city of San Antonio has to offer will make this reunion one of the most delightful ever held. The perfect spring climate, mild and sunny, with flowers in full bloom, the Alamo where heroes died for liberty, the old missions, the cathedral, beautiful parks and plazas, excellent hotels, apartment and boarding-houses, museums, theaters and amusements, will make this reunion worth coming to.

An interesting program has been arranged for the occasion, and a large attendance is anticipated.

The Grand Officers of the B. of L. E. and G. I. A. are expected to be present. You are cordially invited, and everybody guaranteed a good time. Further information can be obtained from John A. Shirley, Sec., 431 Van Ness street, San Antonio, Tex.

THE Panama Railroad and S. S. Co.'s boat "Finance," scheduled to leave New York on November 23, bound for Cristobal, C. Z., was sunk on the morning of November 26. All the mail and cargo of this boat was lost.

All Divisions or Brothers who sent mail

to the Canal Zone that would reach New York between November 17 and 23 are requested to mail duplicate copies.

W. H. BUCKIUS, F. A. E. Div. 756,
Pedro Miguel, C. Z.

BRO. J. L. BRUMMEL, member of Div. 554, formerly member of Div. 228, Pocatello, Idaho, has been appointed road foreman of equipment, Iowa Central Railway Co.; territory from Oskaloosa, Ia., to Peoria, Ill.; headquarters, Monmouth, Ill.

F. C. STALTERS, Div. 39.

BRO. L. E. W. BAILEY, member of Div. 510, Moose Jaw, Sask., has been appointed road foreman of engines for the Western division, Canadian Pacific Railroad; effective December 8, 1908.

D. A. FRASER, Div. 510.

BRO. D. L. FORSYTHE, who was secretary of the arrangement committee, Memphis Convention, and later was appointed road foreman of equipment of the Southeastern division, Frisco Railway, has been promoted to general road foreman of equipment for the same company on the district from Springfield, Mo., to Birmingham, Ala., with headquarters at Memphis, Tenn.

BRO. Robert Collett, Div. 285, R. F. of E. of the Ozark division, has been promoted and transferred to the district from Monnett to St. Louis, Mo.

Both of these Brothers were formerly members of the G. C. of A. on the Frisco system. They are practically men of experience, and we wish them success in their new responsibilities.

F. M. ANDREWS, Div. 672.

BRO. G. H. DANVER, C. E. of Sub-division 733, has been promoted to traveling engineer, with jurisdiction over the Peoria division and Indianapolis Southern division of the Illinois Central. As much as we regret to lose Brother Danver's guiding influence as C. E., yet, every member of this Division wishes him success in his new position, and will render him all the assistance we can to make his new duties light and pleasant.

Brother Danver was very active in organizing High Dry Div. 733, and has been our C. E. since the Division was organized. He was our delegate to the eighth biennial convention at Columbus, O.

Brother Danver resigns as C. E. with the proud distinction of having every engineer running on this Division a member of the B. of L. E. but one, and his proposition has been handed in to the F. A. E. perhaps ere this goes to press. Division 733 can proudly boast of every engineer running within its jurisdiction a member of the B. of L. E.

B. E. ADAMS, F. A. E. Div. 733.

BRO. J. O. DETWEILER, member of Subdivision 100, retired from service, manufactures a pile remedy which he says is excellent, and would be pleased to send it to anyone sending him 50 cents. Address J. O. Detweiler, Danville, Ill.

THIS to advise that Bro. B. R. Lacy, member of Subdivision 339, has been a third time elected treasurer of the State of North Carolina by a handsome majority. Brother Lacy not only polled more votes in his own town and county, but also ran ahead of his ticket in nearly all



BRO. B. R. LACY, MEMBER DIV. 339.

parts of the State. This will be very gratifying to the B. of L. E. generally, and it is especially so to the members in North Carolina, who put their shoulders to the wheel with the determination that he should have the largest vote of any candidate for any office in the election just held. Fraternally,

HENRY M. REECE, F. A. E. Div. 339.

SUBDIVISION 631, Port Arthur, Ontario, Can., is doing fine. The young runners realize where they naturally belong and we are getting all of them. We have had heavy power out of Port Arthur with quite a rush of business during the fall, with several promotions and a number of hired engineers, of course members of the B. of L. E., as this company does not have any other; but business has dropped off now since the boats stopped running, something that comes to us every year, yet we will get enough to help us winter over.

Brothers Neve and Perras, having taken on new responsibilities, are back from their honeymoon, and it is not likely an extra man will catch their engines very soon. Honeymoons are expensive.

Fraternally, BINGO, 631.

AFTER the regular session of Cloudcroft Div. 591, El Paso, Tex., on November 23, an unusual alarm was heard at the door, and upon investigation was found to be a number of the good wives of our members and members of G. I. A. Star of 1900, 188, loaded with the materials for a fine supper. After being welcomed by our efficient C. E., Brother Pettinger, who is always equal to any occasion where the ladies or anything to eat are concerned, the members and ladies and visiting Brothers were seated at what our bachelor unfortunate Brothers declared to be far ahead of the customary lunch counter. A thoroughly good social time was had and all thank the ladies, and hope they may give us this pleasant surprise test again. Fraternally,

ALBERT TEAS, F. A. E.

DIVISION 707, Brotherhood of Locomotive Engineers of the Philadelphia &

Reading Railroad employees in this vicinity, held their fifth Sunday meeting on November 29. A secret session was held in the forenoon, with Asst. G. C. E. E. W. Hurley present, which was very interesting and instructive to the members present. A public meeting was held in the afternoon in the Grand Opera House, with every seat occupied, when the following very interesting program was rendered:

Overture.....	Lafayette Orchestra
Opening Prayer.....	Rev. Francis Carr
Duet—Violin and Piano.....	Miss C. Quinn, J. H. Hart
Recitation.....	Miss Laura Lawson
Selection.....	Lafayette Orchestra
Address.....	Asst. G. C. E. E. W. Hurley
Solo.....	Miss Lydia Barnshaw
Singing.....	Miss Florence Lawson
Address.....	Hon. Irving P. Wanger
Singing.....	Miss Emma Wappler
Address.....	G. R. McGlathery
Selection.....	Lafayette Orchestra
Address.....	Rev. W. E. P. Haas
Closing Prayer.....	Rev. W. E. P. Haas

After the public meeting in the Grand Opera House, the members, their wives, families and sweethearts adjourned to City Hall, which had been decorated by the ladies of G. I. A. Div. 413, and where a sumptuous banquet was served by them to about 900 persons, the tables being waited upon by a large number of young ladies dressed in white which, along with the decorations of "Old Glory" about the room added a picturesque beauty to the scene. The meetings and feast, each of which proved a grand success, were arranged by the following committee of the Order: H. Haas, master of ceremonies; David Super, chairman; Frank Greth, Morris Stout, Harry Haas, John O'Brynes, William Goldsmith, William Strimmel, Harry Beach, Benjamin Balthazar, George Weidmyer, Harry Reppert, John Deemer, Ira Noll, John Credden, John Quinn and Joseph F. Costello.—*Norristown Register*.

THE regular meeting of the General Committee of Adjustment of the Santa Fe proper met in Topeka, Kans., on Nov. 9, and while in session the ladies of Lilac Div. 152, G. I. A., Argentine, extended an invitation to the 17 members of the committee to attend their 17th anniversary on the 17th of November. The committee, not desiring to disappoint the

ladies of 152, worked on Sunday so they could attend.

The evening was spent in dancing by the young people and social games by the older ones, but from the looks of those on the floor there were more than the young people there. As each lady of Div. 152 acted as a hostess, there was no trouble in everyone having a good time, and gave the members of Div. 396 a chance to get acquainted with all the members of the committee, as well as the ladies.

At the proper hour we were invited to the dining-hall where the ladies had prepared a sumptuous banquet for all, but owing to lack of room, half at a time, there being 50 seated at the first table. After we made the repast look like two cents, Brother Herrick, acting chairman of ceremonies, called on Brother Osborn, Chief Engineer of Div. 396, Bro. A. Beeler and Bro. Jas. Thomas, of Div. 234, and Bro. Myer Hurley, general chairman of the G. C. of A., Santa Fe proper. Brothers Osborn, Beeler and Thomas, in well-chosen words, gave us good advice and kept the crowd in a jolly mood; but Brother Hurley spoke in a less jubilant strain, owing to a feeling of emptiness, as he was one of the unfortunates who had to wait for the second table, he being at home, and you know visitors come first; but, rallying, he in choice words thanked the ladies for their previous hospitality toward one of our Grand Officers and the members of Div. 396. The uproar caused by his explanation of why his entire committee so quickly responded to the Division's invitation gave those who had been served a chance to retire and the waiting 50 to take their places, when the ladies proved their ability to care for the entire company.

On departing it was the universal wish of all present that the ladies of Lilac Div. 152 should give opportunity to enjoy many returns of their anniversary. They deserve great credit for the success of this celebration.

The committee went back to Topeka with a resolve that they would listen to no grievance coming from Argentine, as none ought to exist when there are such pleasant social relations,

With best wishes for the success of the G. I. A. and B. of L. E., we remain

Faternally,

TWO OF THE COMMITTEE.

A FIFTH Sunday union meeting was held at Hall 809, Masonic Temple, Chicago, Ill., on Sunday, November 29, 1908. These meetings are held by the 18 B. of L. E. Subdivisions of Chicago, and each Subdivision pays a portion of the expense; and it is safe to say that the money was well spent for our last meeting, as it was a very interesting meeting full of enthusiasm and proved that the meetings will continue. Many of the Brothers did not come on account of the bad weather, as it was a very wet day.

The meeting was called to order by Bro. Morton Lea, chairman; opened with prayer by Bro. Blair McElroy, after which a general discussion for the good of the Order and the union meetings was indulged in. Many of the Brothers gave good talks and Bro. Blair McElroy talked very interestingly on the change of the age.

Mr. Eden, Past Vice-Grand Master of the B. of R. T., was invited to the hall, and gave a very fine talk as to what the railroad Orders should do. We were all glad to hear him.

At 6 p. m. the meeting adjourned until 7:30 p. m., when the meeting was called to order with many Brothers present who were unable to be present at the afternoon meeting. The evening session was very enjoyable.

Mr. Robert Quayle, superintendent of motive power and machinery of the C. & N. W. Ry., was introduced and gave a talk on "The Brotherhood of Man," and I am sorry I cannot give his full speech. It was very interesting and should have been heard by more of the Brothers. He made plain our duty to one another as B. of L. E., and our duty to society; and if there is any Brother who is only a member for what he can get out of the B. of L. E. he should have heard Mr. Quayle. Every word he spoke came right from his heart and one could see it was because he himself lived the kind of a life that he was able to talk so interest-

ingly on that subject, "The Brotherhood of Man," which means so much. We hope Mr. Quayle will be with us again.

After his address a vote of thanks was extended him for his presence, and he thanked the Brothers and told them he would come any time and would be glad to help us in any way.

Brother Wills, Assistant G. C. E., was present and we were glad to hear him. Our Chicago meetings would be a failure if he could not be with us occasionally. He has done much to encourage these meetings and we hope he will continue in the good work. He promised that if possible he would be present at our next meeting, and also said he would try to have Brother Stone, G. C. E., or some other Grand Officer present at our next meeting. We hope they can all be with us and have a reunion.

The meeting was closed at 10 p. m., and it was encouraging to hear the Brothers remark that it was a fine meeting.

The next meeting will be held at Hall 809, Masonic Temple, Randolph and State streets, Sunday afternoon and evening, January 31, 1909, beginning at 2 p. m.

Now, Brothers, attend your Division meetings and get the latest work and come to this meeting and you surely will enjoy a pleasant afternoon and evening. Don't forget the date or place, and don't forget to come and bring some Brother with you. All Brothers are welcome to these meetings, no matter where you belong. It is a good place to spend a few hours while you are waiting for your run out.

FRANK WARNE, Sec. U. M.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

Subdivision—	Subdivision—
637—C. V. Dougherty.	637—Jno. W. Brelsford.

Wanted—To know the whereabouts of Joseph H. Hurt, weight 180 pounds, height about 6 feet, dark

hair, dark eyes, scar on forehead at center, extending backward into hair, talks very fast, born December 5, 1880. He left Wytheville, Va., in January, 1902, and located at Spokane, Wash., being in the employment of the Northern Pacific Railroad as engineer, and ran between Ellenburg, Wash., and Lewiston, Idaho. The last trace we have of him was in the employ of the Northern Pacific Railway Company. He was employed as fireman on the Idaho division of the N. P. Ry. June 8, 1906, and resigned December 25, 1906. The last letter his mother had from him was written from Ogden, Utah, in April, 1907. Kindly address Mrs. M. C. Hurt, Wytheville, Va.

Anyone knowing the address of Elmer Wearing, who was running on the St. Louis, Iron Mountain & Southern R. R. out of St. Louis, Mo., in 1906, will confer a favor by addressing Bro. D. J. Roach, F. A. E. Div. 123, Box 18, De Soto, Mo.

Wanted—To know the whereabouts of Everett Kuhn, age 19, height 5 feet 9 inches, complexion light. He was last heard from at Tacoma, Wash., on November 13, 1907. Please address Bro. Henry Kuhn, member of Div. 612, Logansport, Ind.

Anyone knowing the whereabouts of Moses or Tillie Sopher, who when last heard from 12 years ago, were in Danville, Ill., will confer a favor by corresponding with Mr. S. F. Secheter, 408 Daniel Building, Danville, Ill.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Jackson, Mich., Nov. 30, Bro. John McCurdy, member of Div. 2.

Memphis, Tenn., Dec. 4, heart failure, Bro. Thos. McGrath, member of Div. 23.

Phoebus, Va., Nov. 9, paralysis, Bro. T. M. Coffey, member of Div. 26.

Zanesville, O., Dec. 1, cancer of throat, Bro. Matthew Fogarty, member of Div. 36.

Meadville, Pa., Nov. 19, cerebral hemorrhage, Bro. A. R. Pappenfus, member of Div. 43.

Baltimore, Md., Dec. 6, tuberculosis, Bro. Amos Reed, member of Div. 52.

Rensselaer, N. Y., Nov. 30, injuries received in wreck, Robert Carson, son of Bro. D. Carson, member of Div. 59.

Madison, Wis., Nov. 16, pneumonia, Frankie, son of Bro. and Mrs. Frank Lawrence, member of Div. 73.

Danbury, Conn., Dec. 4, abscess, Bro. John J. Moriarity, member of Div. 77.

New Haven, Conn., Nov. 20, kidney and heart trouble, Bro. Edw. J. Kenney, member of Div. 77.

Kansas City, Kans., Oct. 24, appendicitis, Mrs. Lizzie Murphy, wife of Bro. Robert Murphy, C. E. Div. 81.

Evanston, Ill., Dec. 5, paralysis, Bro. Ed. McHale, member of Div. 96.

Laramie, Wyo., Nov. 8, pneumonia, Bro. Wm. Meeker, member of Div. 103.

Windsor, Vt., Nov. 29, heart failure, Bro. John W. Gallagher, member of Div. 106.

Sacramento, Cal., Dec. 8, heart failure, Bro. Marvin A. Ketchum, member of Div. 110.

Chicago, Ill., Nov. 18, Bright's disease, Bro. Wm. McDougall, member of Div. 111.

Union, Mo., Nov. 5, Mrs. Schmick, mother of Bro. W. C. Schmick, C. E. Div. 123.

Wallula, Wash., Dec. 5, John Schlievey, member of Div. 123.

Bismarck, Mo., Nov. 17, tuberculosis, Bro. Geo. Loda, member of Div. 123.

Mobile, Ala., Dec. 12, heart failure and malarial fever, Bro. A. C. Smith, member of Div. 140.

Poughkeepsie, N. Y., Dec. 7, bladder trouble, Bro. Geo. H. Schofield, member of Div. 145.

New York, N. Y., Nov. 23, complication of diseases, Bro. John Murphy, member of Div. 145.

McKees, Pa., Dec. 7, apoplexy, Bro. Jas. H. Bryant, member of Div. 148.

St. Paul, Minn., Dec. 7, struck by bridge, Bro. Geo. P. Irvin, member of Div. 150.

Roselle Park, N. J., Dec. 14, heart failure and dropsy, Bro. Wm. Wetton, member of Div. 157.

Shenandoah, Pa., Nov. 9, heart failure and dropsy, Bro. John Haley, member of Div. 170.

Lindsay, Ont., Dec. 4, heart failure, Bro. Lochlan McIntosh, member of Div. 174.

Columbus, O., Oct. 23, struck by train, Bro. W. H. Castner, member of Div. 175.

Parsons, Kans., Nov. 27, boiler explosion, Bro. Frank E. Melville, member of Div. 179.

Denver, Colo., Nov. 15, injuries received in collision, Bro. J. C. Clinton, member of Div. 186.

Asheville, N. C., Nov. 25, Mrs. Rosa McIntyre, wife of Bro. Geo. McIntyre, member of Div. 196.

Asheville, N. C., Oct. 29, Yvette McIntyre, daughter of Bro. Geo. McIntyre, member of Div. 196.

Jackson, Mich., Nov. 24, Bro. M. M. Bartholomew, member of Div. 201.

Selma, Ala., Dec. 6, engine derailed, Bro. John C. Groen, member of Div. 223.

Mobile, Ala., Oct. 9, killed in wreck, Bro. Frank Kelley, member of Div. 223.

Ft. Dodge, Ia., Dec. 7, typhoid fever, Bro. Frank Evans, member of Div. 226.

Corning, N. Y., Nov. 3, suicide, Bro. A. B. Erwin, member of Div. 244.

Sunbury, Pa., Sept. 28, Bro. Daniel Henninger, member of Div. 250.

Williamsport, Pa., Sept. 16, Bro. J. C. Moyer, member of Div. 250.

Petersburg, Va., Nov. 15, suicide by shooting, Bro. Thos. James, member of Div. 265.

New Richmond, W. Va., Oct. 31, Bro. Norman Wilson, member of Div. 271.

Scranton, Pa., Nov. 22, caught between two engines, Bro. Timothy Costello, member of Div. 276.

Dickinson, N. D., Sept. 29, consumption, Bro. Chas. Rock, member of Div. 279.

Memphis, Tenn., Nov. 18, kidney trouble, Bro. J. I. Houseal, member of Div. 281.

West Toronto, Ont., Nov. 23, killed in accident, Bro. Ed. T. Findley, member of Div. 296.

Derry, Pa., Nov. 12, Mrs. Sarah E. Gipson, mother of Bros. W. G. Gipson, Harry Gipson and Samuel Gipson, members of Div. 310.

Derry, Pa., Nov. 16, heart trouble, Bro. Daniel Kist, member of Div. 310.

Kamloop, B. C., Nov. 17, killed in accident, Bro. Geo. Brown, member of Div. 320.

Medicine Hat, Alberta, Can., Nov. 15, fell from bridge, Bro. Chas. Calkins, member of Div. 322.

Niagara Falls, N. Y., Nov. 21, pneumonia, Bro. Peter J. Burns, member of Div. 323.

Buffalo, N. Y., Nov. 12, paresis, Bro. L. H. Sanford, member of Div. 323.

Woodstock, N. B., Nov. 17, abscess, Bro. W. J. Davis, member of Div. 341.

Lewis, Del., Dec. 2, heart failure, Bro. J. S. Lane, member of Div. 342.

Princeton, Ind., Dec.—, meningitis, Walter B. Smith, son of Bro. E. J. and Sister Nellie E. Smith, members of Div. 343 and G. I. A. Div. 360, respectively.

Topeka, Kans., Dec. 7, appendicitis, Bro. W. P. Armstrong, member of Div. 346.

Louisville, Ky., Nov. 15, cerebral hemorrhage, Bro. A. W. Blue, member of Div. 365.

Houston, Tex., Nov. 11, Bro. G. J. Clark, member of Div. 366.

Argentine, Kans., Nov. 25, injuries received in wreck, Bro. Newton M. Dodds, member of Div. 396.

Dunmore, Pa., May, 16, complication of diseases, Bro. A. E. Finch, member of Div. 403.

Middleport, O., Nov. 29, tetanus, Bro. Aaron P. Hill, member of Div. 408.

Mechanicsville, N. Y., Dec. 11, run over by engine, Bro. Chas. M. Stewart, member of Div. 418.

Two Harbors, Minn., Nov. 13, Mrs. Christian Olson, mother of Bro. John H. Olson, member of Div. 420.

Two Harbors, Minn., Nov. 11, Mrs. Martha M. Woollen, member of G. I. A. Div. 298, wife of Bro. Morton Woollen, member of Div. 420.

San Luis Potosi, Mex., Nov. 5, suicide, Bro. H. N. Bateman, member of Div. 453.

Joliet, Ill., Nov. 8, Bright's disease, Bro. J. Q. Murphy, member of Div. 475.

Nashua, N. H., Oct. 22, Bro. W. F. Easton, member of Div. 483.

Kansas City, Mo., Nov. 25, heart trouble, Bro. M. M. Griffin, member of Div. 502.

Chicago, O., Dec. 10, appendicitis, Bro. Geo. H. Gansert, member of Div. 522.

Argent, Ark., Dec. 4, derailment of engine, Bro. J. O. Hemphill, member of Div. 564.

Skunk River, British Honduras, Nov. 12, Bro. John O'Leary, member of Div. 569.

Atlantic City, N. J., Nov. 23, Mrs. M. E. Egbert, wife of Bro. Ellisha Egbert, member of Div. 608.

Yatesboro, Pa., Nov. 23, killed by live wire, Bro. W. H. Lucas, member of Div. 626.

Buffalo, N. Y., Nov. 25, complication of diseases, Bro. C. Roos, member of Div. 659.

Enderlin, N. Dak., Dec. 6, valvular heart trouble, Bro. Robert T. Dizzard, member of Div. 671.

Council Grove, Kans., Dec. 13, engine turned over, Bro. J. A. Hill, member of Div. 675.

Martinsburg, W. Va., Nov. 13, paralysis, Mr. C. O. Lambert, father of Bro. Samuel W. Lambert, member of Div. 696.

Owosso, Mich., Nov. 21, killed in wreck, Bro. W. D. Ryan, member of Div. 702.

Chicago, Ill., Dec. 1, Mrs. Catharine Keeler, mother of Bro. Wm. Keeler, member of Div. 708.

Binghamton, N. Y., Nov. 18, diabetes, Bro. Jesse Van Slyck, member of Div. 709.

East Durham, N. C., Dec. 3, assassinated, Bro. J. A. Holt, member of Div. 759.

East Stroudsburg, Pa., Dec. 1, vertigo, Bro. David Johnson, member of Div. 760.

Elmira, N. Y., Nov. 24, heart failure, Bro. John Finlay, member of Div. 41. Brother Finlay, nearly 75 years of age, began his railroad life in Scotland, in 1852, at the age of 19 years; was promoted and ran a locomotive several years; came to this country in 1869 and secured a position with the Pennsylvania Railway, joining Div. 41 in 1874. He was F. A. E. in the seventies, during the troubled times of the Order; Chief Engineer for several terms; a delegate to the Baltimore Convention in 1881; always a loyal and true defender of the Order. He was one of the pioneers who assisted in giving it permanence by personal solicitude and the performance of every duty.

ADMITTED BY TRANSFER CARD

Into Division—

- 40—C. F. Waterman, from Div. 508.
- 8—A. Walker, from Div. 61.
- 48—Ossian Smith, from Div. 223.
- O. E. Hammer, from Div. 708.
- 111—Pascal Breecher, from Div. 60.
- 113—H. E. Stone, from Div. 86.
- 115—D. L. Malloy, from Div. 186.
- 139—W. H. Hand, from Div. 703.
- 147—F. W. Hinman, from Div. 402.
- 156—Wilbur Vincent, from Div. 386.
- 173—W. J. Russell, from Div. 464.
- 177—E. A. Harvey, from Div. 505.
- 205—Isaac L. Germond, from Div. 145.
- 206—E. E. Tapscott, from Div. 225.
- 208—Fred Wolf, from Div. 175.
- 210—R. G. Ferrell, from Div. 449.
- 220—John Moran, from Div. 556.
- 223—Sherman Napper, from Div. 78.
- C. O. Newton, from Div. 210.
- M. K. Morris, from Div. 450.
- 225—J. R. Chrisman, N. B. Whedon, from Div. 410.
- 232—E. R. Power, from Div. 624.
- 256—Wm. B. Stanton, from Div. 265.
- 258—J. H. Cunningham, from Div. 91.
- 293—T. B. Matheney, from Div. 590.
- 295—Thos. McCarthy, from Div. 133.
- 307—Al Wallace, from Div. 587.
- J. O. Rucker, from Div. 194.
- 309—H. O. Jernigan, from Div. 666.

333—C. D. Kline, Wm. Page, from Div. 233.
 335—N. F. Bean, from Div. 61.
 345—J. F. Guise, from Div. 659.
 370—Albert T. Rowley, from Div. 339.
 401—J. E. Atkinson, from Div. 101.
 431—Fred K. Armagost, from Div. 27.
 435—W. H. Fetter, J. W. Fletcher, J. C. Walters
 from Div. 339.
 437—Golden W. Corrick, from Div. 352.
 442—J. Y. Cunningham, from Div. 216.
 473—Phillip Taylor, from Div. 637.
 488—B. D. Cunningham, from Div. 598.
 502—A. L. Roberts, from Div. 444.
 532—F. R. Boatner, from Div. 326.
 554—L. N. Mayhall, from Div. 594.
 560—F. W. Brosmer, from Div. 58.
 569—J. I. Krauss, from Div. 187.
 572—H. J. Thompson, from Div. 335.
 574—Arthur B. Tervis, from Div. 361.
 579—John Cross, from Div. 308.
 585—H. H. Clark, from Div. 48.
 590—Wm. J. Sewell, from Div. 233.
 606—F. M. Phelps, from Div. 724.
 614—R. O. Walters, from Div. 637.
 639—O. A. La Rue, from Div. 524.
 648—W. L. Moody, from Div. 210.
 660—J. H. Sharp, from Div. 222.
 681—H. A. Purdy, from Div. 222.
 683—E. F. Raetzman, from Div. 249.
 689—L. A. Stevens, from Div. 668.
 704—Chas. W. George, from Div. 135.
 705—Geo. E. Keefer, from Div. 90.
 706—R. A. Chastain, from Div. 407.
 709—D. Rich, from Div. 68.
 737—W. H. Sutherland, from Div. 716.
 740—P. J. Collins, from Div. 427.
 741—John S. Monaghan, J. J. Ahem, B. Gintner,
 Chas. Holzworth, W. A. Bowers, E. M. Byron,
 C. Bittner, H. A. Becker, W. C. Buckmaster, J.
 H. Bullock, M. T. Costello, E. N. Christopher,
 H. Culbertson, E. B. George, C. W. Hodell, J.
 A. Kilduff, W. G. Lamb, G. C. Landrum, W. H.
 Mantell, Geo. McNair, W. P. Neuroth, G. S.
 Osborne, C. Parsons, H. N. Porter, T. B. Reid,
 R. J. Rice, Dan Stark, Bruce Steinmetz, James
 G. Steinmetz, Geo. Swinheart, Geo. W. Treen,
 J. D. Vanatta, Jeff Wolf, from Div. 34.
 744—L. H. King, from Div. 624.
 E. H. Henderson, from Div. 622.
 745—E. M. Young, Robt. J. Mackall, from Div. 170.
 Geo. Martin, L. A. Gretsinger, from Div. 167.
 748—J. L. Shifflette, from Div. 591.
 756—Geo. Brow, from Div. 433.
 W. F. Folk, Henry Montgomery, from Div. 471.
 J. M. Showers, from Div. 225.
 E. T. Costello, from Div. 75.
 James J. Cassidy, from Div. 254.
 F. C. Martinez, from Div. 570.
 W. T. Piper, from Div. 85.
 C. R. Campbell, from Div. 309.
 757—Edw. A. White, Julius H. Krenkau, Charles H.
 Gatas, Wm. J. Klingsmith, Harry H. Taylor,
 John Engle, J. H. Armstrong, from Div. 565.
 761—Fred R. Anderson, Geo. A. Bennett, Geo. Shel-
 don, from Div. 102.
 Robert H. Tombs, from Div. 633.
 Geo. F. Brown, from Div. 357.
 Nelson Conger, Alex. Bugby, from Div. 726.
 762—J. L. Strange, Robt. W. Sanford, from Div. 225.
 763—James Porter, from Div. 130.
 Matt Bell, from Div. 212.
 J. J. Sullivan, H. H. Rodman, J. J. Galletly, P.
 R. Hawkins, A. Galletly, James M. Jackson,
 Frank Galletly, A. O. Baker, George Cornell
 from Div. 364.
 S. Z. Turk, F. J. Anderson, from Div. 527.
 C. E. Fox, from Div. 568.
 W. N. Webb, from Div. 396.
 766—Thos. West, Geo. L. Charette, Chas. P. Gallo-
 way, Chas. N. Hammond, Chas. W. Madden,
 from Div. 660.
 768—Frank M. Barton, Frank B. J. Bickle, Walter
 D. Haygarth, Jonas Holte, Edgar Lund, Oli-
 ver Lybeck, Harry B. Purdy, Wm. Swart-
 hout, Ernest D. Vandervort, from Div. 671.
 Fred W. Blum, Wm. A. Boren, Andy E. Eckbom,
 Arthur Fisher, Ole C. Hanson, Jno. M. Linth,
 Arthur C. McLane, Arthur J. Marcoe, Chas.
 F. Moody, Wm. A. Thompson, from Div. 494.

WITHDRAWALS

From Division—

13—F. E. Cline.
 32—J. C. Knoll.
 124—Herman Long.
 158—K. M. Becker.
 228—Kirk H. Sumner.
 230—John Trascher Jr.
 251—Lee Wells.
 282—Giles Johnson.
 313—Elmer Stewart.

From Division—

335—J. T. Connors.
 413—H. B. Harding.
 431—J. E. Stout.
 439—E. A. Kitting.
 479—Adam Campbell.
 506—Geo. R. Cage.
 594—Ben Welch.
 678—H. J. Stout.

REINSTATEMENTS

Into Division—

10—Frank H. Whitney.
 19—Wm. Fitzgerald.
 26—J. H. Lowry.
 I. L. Parker.
 44—John P. Byrnes.
 54—J. A. Wilkin.
 68—C. F. McGladdery.
 121—B. C. Steen.
 134—Geo. B. Wrench.
 152—Robt. M. Johnson.
 222—J. H. Sharp.
 223—Osian Smith.
 225—A. S. Clute.

Into Division—

288—W. L. Cramer.
 363—B. W. Nichols.
 R. C. Massey.
 368—S. J. Everett.
 386—Wm. Vincent.
 453—T. Roy.
 461—M. A. Jennings.
 522—C. E. Evans.
 552—T. A. Coughlin.
 563—L. A. Stevens.
 574—W. S. Hall.
 613—James Quinn.
 624—E. R. Powers.

EXPELLED

FOR NON-PAYMENT OF DUES.

From Division—

31—H. D. Clark.
 T. H. Lewis.
 45—John R. Sellers.
 C. H. Hawman.
 Thos. J. Myers.
 58—A. J. Crandell.
 66—John B. Kynaston.
 75—Edw. J. Cavanaugh,
 Harvey Riddle.
 78—Jesse I. Alexander.
 97—Jas. H. Coursey.
 Pat Collins.
 E. J. Crook.
 126—John Humiston.
 161—J. P. Stefford.
 J. T. Wilson.
 P. J. Moore.
 D. Hanton.
 180—H. Wallace.
 T. J. Tonge.
 187—S. W. Landon.
 196—D. J. Wall.
 253—J. C. McCracken.

From Division—

284—A. L. Wadsworth.
 W. H. Courtney.
 Wm. Berthy.
 J. F. Waller.
 323—Jas. Boatwright.
 363—Geo. H. Coulson.
 364—C. A. DeHaven.
 407—H. Reinhart.
 419—W. W. Bell.
 Edward Dichting.
 Bartley Gillen.
 437—C. A. Hampton.
 442—Joe McMullen.
 443—Chas. Hinton.
 471—B. S. McGregor.
 J. E. Dipple.
 488—M. J. Zeyen.
 578—J. M. Dill.
 588—D. F. Champeon.
 Geo. Shepherd.
 629—Geo. W. James.
 704—W. L. Ritchie.
 713—E. D. Bartlett.

FOR OTHER CAUSES.

16—E. L. Humberger, violation of obligation.
 28—H. P. Elliott, forfeiting insurance.
 30—Chas. Carling, non-payment of dues and non-
 attendance.
 71—Wm. Coyle, intoxication.
 90—A. J. Sullivan, as per Sec. 52.
 93—Allen Roe, non-payment of dues and forfeit-
 ing insurance.
 120—John J. Parish, violation of obligation.
 143—B. M. Parrett, non-payment of dues and non-
 attendance.
 196—W. E. Westcoat, intoxication.
 199—Geo. H. McElvain, non-payment of dues and
 forfeiting insurance.
 210—R. R. Burgay, intoxicated while on duty.
 217—A. S. Goodrich, forfeiting insurance and non-
 payment of dues.
 222—C. E. Devine, R. B. Davis, T. L. Lillard, for-
 feiting insurance.
 223—H. H. Sullivan, B. H. West, non-payment of
 dues and failure to take out insurance.
 R. O. Harris, Y. B. Welch, W. A. Lyle, J. W.
 McKlusky, non-payment of dues and forfeit-
 ing insurance.
 230—W. H. English, violation of obligation.
 235—Claude Dimmick, forfeiting insurance and
 non-payment of dues.

- 244—W. A. Orr, forfeiting insurance.
 251—F. M. Williams, forfeiting insurance.
 S. V. Burroughs, forfeiting insurance and non-payment of dues.
 257—W. L. Dobinson, forfeiting insurance.
 275—H. A. Hatch, intoxication.
 S. L. Ross, forfeiting insurance.
 284—J. W. Ott, violation of obligation and non-payment of dues.
 323—A. L. Smith, L. M. Dunn, forfeiting insurance and non-payment of dues.
 352—Wm P. Gross, C. W. French, non-payment of dues and forfeiting insurance.
 370—Patrick J. Griffin, Theodore R. Schambacher, non-payment of dues and forfeiting insurance.
 400—S. H. Erwin, E. L. Cates, non-payment of dues and forfeiting insurance.
 408—W. E. Ocksenreider, forfeiting insurance and non-payment of dues.
 404—L. W. Martin, intoxication.
 446—J. F. Youngblood, forfeiting insurance.
 453—D. P. Ridgley, intoxication.
 463—E. L. Wilson, Thos. E. Gunson, non-payment of dues and forfeiting insurance.
 469—Geo. Moore, non-payment of dues and forfeiting insurance.
 481—Wm. Ronan, intoxication and unbecoming conduct.
 487—Jos. C. Reynolds, violation of obligation.
 505—B. S. Williams, Jno. Price, forfeiting insurance.
 J. M. Darmstadt, dropping insurance.
 509—S. P. Lilley, intoxication and unbecoming conduct.
 514—Wm. Lewis, H. A. Snyder, non-payment of dues and forfeiting insurance.
 550—J. M. Beaghan, F. S. Seymore, non-payment of dues and violation of obligation.
 565—Tom Welch, forfeiting insurance and non-payment of dues.
 591—Geo. Beatty, non-payment of dues and forfeiting insurance.
 624—C. C. Sandusky, non-payment of dues and forfeiting insurance.
 651—Beach Griffin, forfeiting insurance.
 729—A. S. Trigg, unbecoming conduct.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

OLD ADDRESS.

Postoffice.....State.....

☒ Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 269-272

SERIES I.

OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING, }
 CLEVELAND, OHIO, Jan. 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Am't	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
217	Wiley E. Johnson	38	554	July 4, 1905	Oct. 16, 1908	Cancer of stomach	\$1500	Brother and sister.
218	James Buck	64	401	June 11, 1887	Oct. 28, 1908	Le., eye removed.	3000	Self.
219	John L. Murphy	42	475	Feb. 1, 1906	Nov. 8, 1908	Bright's disease	1500	Rose A. Murphy, m.
220	H. L. Voorhees	42	336	Nov. 5, 1899	Nov. 11, 1908	Peritonitis	4500	Flora A. Voorhees, w.
221	G. J. Clark	47	366	Feb. 4, 1907	Nov. 11, 1908	Abscess of liver	1500	Fmma Clark, w.
222	John Haley	46	170	June 26, 1883	Nov. 11, 1908	Chronic nephritis	9000	Mary G. Haley, d.
223	Chas. F. Evans	34	140	June 14, 1902	Nov. 14, 1908	Tuberculosis	1500	Maude Evans, w.
224	A. W. Blue	65	365	Sept. 30, 1885	Nov. 15, 1908	Cerebral hemorrhage	9000	Olive W. Blue, w.
225	Jos. C. Clinton	39	196	Oct. 20, 1905	Nov. 15, 1908	Killed	1500	Myrtle E. Clinton, w.
226	Daniel Kist	56	310	Jan. 20, 1888	Nov. 16, 1908	Neuralgia of heart	9000	Mary A. Kist, w.
227	George Loda	56	123	Mar. 29, 1898	Nov. 17, 1908	Tuberculosis	4500	Kate Loda, w.
228	Wm. J. Davis	39	341	Dec. 4, 1804	Nov. 17, 1908	Abscess	1500	Agnes Davis, m.
229	George Brown	48	320	Jan. 14, 1904	Nov. 17, 1908	Killed	750	Edith A. Brown, w.
230	J. M. Van Slyck	64	709	Nov. 28, 1891	Nov. 18, 1908	Diabetes mellitus	1500	Jennie Van Slyck, w.
231	A. R. Pappenfus	46	43	Dec. 5, 1904	Nov. 19, 1908	Cerebral hemorrhage	3000	Ellen M. Pappenfus, w.
232	J. D. Smith	48	193	May 1, 1893	Nov. 19, 1908	Killed	3000	Mrs. J. D. Smith, w.
233	Geo. H. Fields	47	155	June 28, 1903	Nov. 21, 1908	Killed	3000	Margaret A. Fields, w.
234	Peter J. Burns	46	328	Mar. 4, 1906	Nov. 22, 1908	Pneumonia	1500	Wm. Burns, b.
235	Wm. H. Lucas	49	626	Nov. 13, 1890	Nov. 22, 1908	Killed	1500	Carol'e A. Findley, w.
236	E. T. Findley	31	235	Oct. 1, 1905	Nov. 23, 1908	Killed	1500	Josephine Lord, w.
237	John C. Lord	83	301	Mar. 25, 1886	Nov. 23, 1908	Bright's disease	1500	Edas Bartholomew, w.
238	M. M. Bartholomew	31	201	Oct. 23, 1901	Nov. 24, 1908	Carcinoma	1500	Maud B. Dodds, w.
239	N. M. Dodds	31	396	Dec. 31, 1907	Nov. 25, 1908	Killed	3000	Kate Griffin, w.
240	M. M. Griffin	47	692	Apr. 27, 1907	Nov. 25, 1908	Acute gastritis	750	Elizabeth Ross, w.
241	Chas. Ross	48	659	Feb. 3, 1901	Nov. 25, 1908	Tuberculosis	3000	Jennie E. Garrison, w.
242	Wilson Garrison	71	169	Sept. 3, 1872	Nov. 26, 1908	Paralysis	3000	Rosa A. Wakefield, w.
243	N. K. Wakefield	40	309	Nov. 13, 1891	Nov. 27, 1908	Killed	3000	Flora E. Melville, w.
244	F. E. Melville	42	179	Dec. 13, 1903	Nov. 27, 1908	Killed	3000	Lula S. Hill, w.
245	Asron P. Hill	47	408	Sept. 21, 1902	Nov. 27, 1908	Tetanus	1500	Alice L. Gallagher, w.
246	Jno. W. Gallagher	56	106	Sept. 6, 1902	Nov. 29, 1908	Cirrhosis of liver	1500	Self.
247	Geo. O. Redmond	38	260	June 26, 1905	Nov. 30, 1908	Right foot amput'd	1500	Annie Putnam, w.
248	Clarence Putnam	51	723	Aug. 25, 1904	Nov. 30, 1908	Diabetes	3000	Mrs. Mat'w Fogarty, w.
249	Matthew Fogarty	68	36	Apr. 1, 1868	Dec. 1, 1908	Cancer of throat	1500	Mrs. J. S. Lane, w.
250	Jos. S. Lane	67	342	Feb. 26, 1895	Dec. 2, 1908	Heart disease	1500	Wife and children.
251	Jas. P. Ford	51	156	Oct. 13, 1895	Dec. 3, 1908	Tuberculosis	3000	Demoris Holt, w.
252	Fred Rowe	53	168	Feb. 1, 1897	Dec. 3, 1908	Killed	3000	Minnie E. Holt, w.
253	J. A. Holt	41	759	Oct. 24, 1898	Dec. 3, 1908	Shot	1500	Margaret Salmon, s.
254	Thos. McGrath	48	23	Mar. 26, 1906	Dec. 4, 1908	Pneumonia	1500	Mrs. L. McIntosh, w.
255	L. McIntosh	50	174	June 3, 1883	Dec. 4, 1908	Sclerosis of arteries	1500	Hallie B. Hemphill, w.
256	J. O. Hemphill	34	554	June 2, 1902	Dec. 4, 1908	Killed	3000	Mrs. E. McHale, w.
257	Edw. McHale	54	96	Nov. 8, 1888	Dec. 5, 1908	Paralysis	4500	Amanda Reed, w.
258	Amos Reed	68	52	Jan. 23, 1874	Dec. 5, 1908	Tuberculosis	3000	Fannie Irwin, w.
259	Geo. P. Irwin	51	150	June 1, 1884	Dec. 7, 1908	Killed	3000	Bertha Evans, w.
260	Frank Evans	41	226	Feb. 18, 1900	Dec. 7, 1908	Pneumonia	1500	Mrs. G. H. Scofield, w.
261	G. H. Scofield	55	145	July 24, 1892	Dec. 7, 1908	Kidney trouble	1500	Kate Bryant
262	James Bryant	70	148	Aug. 13, 1883	Dec. 7, 1908	Apoplexy	3000	Alfreda Barnell, w.
263	Jno. A. Barnell	42	88	Sept. 9, 1903	Dec. 8, 1908	Paresis	1500	Self.
264	Chas. W. Witsall	60	469	Dec. 15, 1897	Dec. 8, 1908	Left eye removed	4500	Anna M. Ketcham, w.
265	M. A. Ketcham	59	110	Jan. 8, 1886	Dec. 8, 1908	Angina pectoris	3000	Lydia G. Gausert, w.
266	Geo. H. Gausert	44	522	Feb. 10, 1894	Dec. 9, 1908	Obstruction of bowels	1500	Ira B. Stewart, w.
267	C. M. Stewart	50	418	July 27, 1891	Dec. 11, 1908	Killed	1500	Mrs. J. McDonald, w.
268	D. P. McDonald	37	5	Nov. 3, 1903	Dec. 12, 1908	Killed	1500	Flora A. Davis, w.
269	W. C. Davis	41	11	Sept. 26, 1898	Dec. 15, 1908	Killed	1500	Gertrude VanGlahn, w.
270	A. Van Glahn	36	4	Dec. 17, 1905	Dec. 15, 1908	Killed	1500	Sarah C. Burnley
271	Geo. Burnley	35	17	Apr. 19, 1895	Dec. 15, 1908	Tuberculosis	3000	Anna Steele, w.
272	Wm. A. Steele	40	200	Dec. 21, 1900	Dec. 16, 1908	Killed	1500	

Total number of claims, 56. Total amount of claims, \$135,000.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Nov. 3, 1907.	Amelia Pedlow, guardian	559	E. L. Armstrong	170	\$ 1500
Apr. 25, 1908.	Mrs. K. E. P. Neisler	917	Geo. H. Hall	498	1500
June 19, "	Mrs. Dora Gordon	993	W. J. Wilson	139	3000
Mch. 7, 1907.	John T. Groom	1	F. G. Peterson	642	1500
May 15, "	Wm. B. Cole	3	S. D. Lerch	404	3000
" 27, 1908.	Mary R. Gregg	7	F. S. Allen	749	750
July 5, "	Florence N. Otten	10	Thos. J. Hill	391	1500
" 7, "	Wm. G. Thompson	12	J. J. Grant	399	1500
" 8, "	James C. Nicholson, guardian	13	Robt. Ramsey	416	750
" 8, "	James Montague	14	L. D. Brown	228	1500
" 16, "	Terana V. Faber, guardian	19	R. W. Chapman	571	1500

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Aug. 2, 1908.	{ Carroll D. Hulbert..... Mary Jane Hulbert..... N. Leitch, guardian.....	40	Thomas Duffey.....	132	\$ 3000
July 30, "	Mrs. Clara Rosetter.....	51	A. L. Burrell.....	130	3000
Aug. 3 "	T. C. Totten.....	52	R. L. Evans.....	301	3000
" 5, "	Mrs. Maud Mase.....	53	B. Schimelpfenig.....	182	3000
" 8, "	Mrs. Matye Redison.....	54	J. C. Milroy.....	17	750
" 8, "	S. A. Lotterer, guardian.....	55	M. Stewart.....	364	1500
" 9, "	J. Rhodes.....	56	Daniel Brown.....	310	1500
" 10, "	Mrs. Rachael Vangorder.....	57	Geo. Kraft.....	673	1500
" 14, "	John Wignall.....	58	R. A. McMains.....	600	750
" 15, "	Geo. W. Morgan.....	60	F. Dunning.....	172	3000
" 16, "	Mrs. C. M. Swain.....	61	H. R. Long.....	351	1500
" 18, "	Mrs. Phoebe Goodrich.....	62	B. Skibness.....	69	1500
" 18, "	Mrs. Belinda K. Doty.....	64	Wm. McClure.....	221	1500
" 20, "	{ Harry T. King..... Fred L. King.....	65	A. M. Garner.....	37	4500
" 20, "	Mrs. Kate Kennedy.....	66	Hugh Kelley.....	45	1500
" 20, "	Mrs. M. O. Stonebraker.....	67	J. J. Conrad.....	730	1500
" 21, "	Mrs. Mary E. Martin.....	68	Martin Whitford.....	156	3000
" 21, "	C. E. Hill, guardian.....	69	Frank Ewing.....	553	1500
" 23, "	A. O. Friesch.....	70	R. C. Miller.....	406	1500
" 23, "	Mrs. C. E. Gilstrap.....	71	G. H. Rittenberry.....	449	3000
" 23, "	Mrs. Della Duncan.....	72	R. B. Dolen.....	433	1500
" 23, "	Mrs. Mabel E. Winans.....	73	F. S. Fernandez.....	382	1500
" 23, "	Jos. P. McGill.....	74	H. A. Prout.....	78	1500
" 23, "	Mrs. Effie L. Dewberry.....	75	H. P. Wooten.....	696	3000
" 24, "	Mrs. Mary Gafney.....	76	Geo. Mills.....	70	3000
" 24, "	Mrs. Grace G. Bowers.....	77	J. H. Stephens.....	97	3000
" 27, "	Mrs. E. Thompson.....	79	L. E. Metcalf.....	176	3000
" 27, "	F. A. Jaquish.....	80	L. E. Metcalf.....	176	1500
" 28, "	Mrs. Martha A. Wilson.....	81	W. R. Rees.....	32	3000
" 28, "	Mrs. Clara W. Mansfield.....	82	W. A. Kempton.....	61	1500
Sept. 1, "	Mrs. A. J. Rellly.....	83	L. Champilin.....	234	3000
" 2, "	Mrs. James Henderson.....	87	W. A. Kempton.....	61	1500
" 2, "	Mrs. Emma Shaffer.....	88	W. B. Nicol.....	18	3000
" 2, "	Mrs. May Robinson.....	90	J. L. Dalley.....	325	1500
" 4, "	Mrs. Silas Willey.....	91	James McCabe.....	113	1500
" 4, "	Mrs. Francis Heath.....	93	F. G. Peterson.....	642	1500
" 5, "	{ Cora Erhardt..... Minnie Erhardt.....	94	W. B. Nicol.....	18	4500
" 6, "	Addie Shaver.....	95	J. M. Carney.....	20	1500
" 7, "	Frank B. Stover, guardian.....	96	B. Lightner.....	110	1500
" 7, "	{ Addie Brown..... Arthur Brown..... Sam G. Brown, guardian.....	97	E. F. Bowers.....	473	3000
" 11, "	Mrs. Nancy Fordyce.....	98	Chas. Baguley.....	36	3000
" 12, "	{ Julia B. Murray..... J. D. Murray.....	99	J. A. Dryden.....	83	4500
" 14, "	C. F. Kimball.....	100	Jesse Newell.....	244	1500
" 15, "	Mrs. Annie L. Dawson.....	101	Thos. Lowe.....	302	1500

Financial Statement.

CLEVELAND, O., Dec. 1, 1908.

MORTUARY FUND FOR NOVEMBER.

Balance on hand.....	\$132,476 27
Paid in settlement of claims.....	\$101,250 00
Surplus.....	\$ 31,226 27
Received by assessments 99-101 and back assessments.....	\$101,379 62
Received by assessments 148-150.....	251 39
Received from members carried by Association.....	396 35
Interest for November.....	352 26 \$102,379 62
Balance in bank Nov. 30, 1908.....	\$133,605 89

EXPENSE FUND FOR NOVEMBER.

Balance on hand.....	\$ 27,788 18
Received from fees.....	418 59
Received from special assessment.....	841 59
Balance.....	\$ 29,048 27
Expenses during month of Nov., 1908.....	2,336 08
Balance in bank Nov. 30, 1908.....	\$ 26,712 19

W. E. FUTCH, President.

Statement of Membership.

FOR NOVEMBER, 1908.

Classified represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessments 99-101.....	3,033	33,145	13,504	2,320
Members from whom as- sessments 99-101 were not collected.....	352	2,540	783	6
Members carried by the Association.....	3	147	314	24
Applications and rein- statements received during month.....		127	79	27

Totals.....	3,388	35,959	14,680	2,377
From which deduct poli- cies terminated by death, accident, or otherwise.....	11	178	64	9

Total membership Nov.

30, 1908.....	3,377	35,781	14,616	2,368
Grand total.....				56,142

M. H. SHAY, Gen'l Sec'y & Treas.

1000

1

B. OF L. E. DIRECTORY.

GRAND OFFICERS.
W. S. STONE, G. C. E., Cleveland.
M. W. CADLE, Asst. G. C. E., "
E. W. HURLEY, Asst. G. C. E., "
H. E. WILLS, Asst. G. C. E., "
F. A. BURGESS, Asst. G. C. E., "
E. CORRIGAN, Asst. G. C. E., "
ASH KENNEDY, Asst. G. C. E., Win-
 nipeg, Man.
W. B. PRENTER, F. G. E., Cleveland.
O. H. SALMONS, S. G. E., "

H. MURRAY, F. G. A. E.,
 San Luis Potosi, Mex.
J. C. CURRIE, S. G. A. E.,
 Jersey City, N. J.
W. H. KENT, T. G. E., Detroit, Mich.
J. H. BAKER, Grand Guide,
 Columbus, O.
G. R. DORRIT, Grand Chaplain,
 Charlestown, Mass.

INSURANCE DEPARTMENT.
W. E. FUTCH, Pres., Cleveland.
M. H. SHAY, Sec. & Treas.

SUBORDINATE DIVISIONS.

*A single letter is used to indicate
 office: C, for C. E.; F,
 F. A. E.; I, Ins.*

1—**DETROIT, MICH.**, meet 1 & 3 Sunday,
 2 p.m., Elks' Temple, Monroe av.
Wm. H. Kent, 603 24th st. C
A. B. Wallinger, 803 Dragon av. F
James S. Martin, 231 23d st. I
2—**JACKSON, MICH.**, meet alternate
 Sundays, 2:30 p.m., B. of L. E. Hall,
 John Webb Bldg., No. Mechanic st.
D. Austin, 1148 Elm av. C
Fred M. Drexler, 431 Ten Eyck st. F
Wm. Apted, 306 N. East av. I
3—**COLUMBIAN, O.**, meet 1st and 3rd
 Tuesdays, 7:30 p.m., K. of P. Hall,
 Gunn Bldg., Collamer st.
H. I. Miller, 888 Lyman av. C
J. Coppersmith, 6311 St. Clair st. F
4—**CORVATH, O.**, meet 1st & 3rd
 Sunday at 2 p.m., Crowe's Bldg.,
 Broadway and Segur.
J. F. Nicholson, 706 Sumner st. C
J. H. Mack, 715 Miami, E. Toledo, Fd.
5—**ORANGE GROVE, LOS ANGELES, CAL.**,
 meet every Tuesday, 7:30 p.m., I. O.
 O. F. Hall, 239 1/2 So. Main st.
C. M. Patten, 314 So. Grand av. C
J. J. Norton, 1015 Hawley st. F & I
6—**MONTANA, BOONE, IA.**, meet 2d & 4th
 Monday, 2 p.m., R. L. E. Hall, 24th
 st. C
F. E. Allen, 616 Tama st. C
O. E. Sargent, 1233 7th st. F
H. S. Barron, 1113 Carroll st. I
7—**LAFAYETTE, IND.**, meet every Sun-
 day, 2:30 p.m., B. L. E. Hall, Fourth
 and Ferry.
Chas. F. Bane, 513 N. 6th st. C
Fred Rodgers, 1229 N. 14th st. F
Jno. W. Gorman, 202 N. 15th st. I
8—**MEXICO, SLATER, MO.**, meet every
 Tuesday, 1:30 p.m., Masonic Hall.
L. D. Montgomery C
M. C. Page F & I
9—**WABEKA, MINN.**, meet 2d Sun, 2:30 p.m.,
 & 4th Sun, 7:30 p.m., K. of P. Hall,
 H. A. Read, box 312.
Geo. N. Wyman C
O. F. Densel, 326 W. King st., Winona,
 Minn. I
10—**CHICAGO, ILL.**, meet 2d & 4th Sun-
 day, 10:30 a.m., 9231-33 Cottage Grove
 st., Burnside Crossing.
J. J. Hanly, 9407 Burnside av. C
R. W. Hall, 9424 Champlain av. F
Benj. Busch, 9456 Cottage Grove av. I
11—**INDIANAPOLIS, IND.**, meet 1st & 3rd
 5th Sun, 2 p.m., Wallace Block, Mass.
 av. and New York st.
J. W. Spencer, 225 Walcott st. C
Wm. M. Bythe, 519 N. Pine st. F
Jabez Howland, 2806 Boswell av. I
12—**FORT WAYNE, IND.**, meet every 1 & 3
 Sun, 2 p.m., B. L. E. Hall, 1020 Calhoun
 Robert John, 1526 W. Main st. C
M. Teagarden, 405 W. Superior. F & I
13—**NORTH LA CROSSE, WIS.**, meet 1st
 & 3rd Sunday 2 p.m., Phillips's Hall,
 1201 Caledonia st.
Richard Hurley, 1296 Caledonia, La
 Crosse, Wis. C
J. S. McElderry, 1306 Avon st., La
 Crosse, Wis. F
C. L. Larson, 1412 Kane st., La Crosse,
 Wis. I
14—**ITICA, N. Y.**, meet 1 & 3 Sun, 2 p.m.,
 Royal Arcanum T'ple, Deveraux st.
H. Mowers, 17 Sherman pl. C
C. A. Fosse, 12 State st. F
G. G. McFagan, 129 John st. I

15—**BUFFALO, N. Y.**, meet every Monday
 evening, Bick's Hall, Olanton
 and Hickory st.
John Gannah, 340 N. Division st. C
Theo. Williamson, 367 Pennsylvania
 st. F & I
16—**GALLON, O.**, meet 1 & 3 Monday at
 7:30 p.m., Foresters' Hall, 28 1/2 So.
 Market st.
Edw. Kavanagh, 312 Payne av. C
J. J. Daze, 411 S. Union st. F & I
17—**STANBURY, MO.**, meet 2d and 4th
 Sun, 2 p.m., K. of P. Hall, 1st st.
S. J. Freeman, Box 482. C
O. H. Bunyon, Box 282. F
A. W. Brindle, 833 11th st. I
J. C. Millroy, Box 485. I
18—**ROCHESTER, N. Y.**, meet every Sat-
 urday evening, in Wehle Hall,
 Webster and Grand av.
O. J. Kinnie, 30 Joslyn Park, Flat 1. O.
Fred Parrish, 150 Atlantic av. F
W. B. Nicol, No. 6 Gorton Place. I
19—**BLOOMINGTON, ILL.**, meet alter-
 nate Sun., 2:30 p.m., Jacoba Hall,
 N. Main st.
W. C. Nelson, 606 N. Oak st. C
P. R. Christal, Box 62. F
W. H. Peer, 204 E. Graham st. I
20—**LOGAN, LOGANSFORD, IND.**, meet 2d
 & 4th Sunday, 2 p.m., Ben Hur
 Hall, 4th & Broadway.
B. V. Pitman, 1322 High st. C
J. M. Carney, 1904 North st. F
21—**MEMPHIS, TENN.**, meets 2 & 4 Tues-
 day room 5, 54 floor, Odd Fellows
 building Court & Main st.
Jefferson Thornly, 416 Robeson av. C
P. J. Fox, 645 Jackson av. F & I
22—**CANDLER, N. J.**, meet 1st & 3d Sun-
 day, 1:30 p.m., Goff Bldg., Broadway
 below Federal st.
J. H. Turner, 789 Line st. C
Sam. T. Robbins, 20 Hudson st. F
J. E. Worke, South Amboy, N. J. I
23—**WM. KESAW, MEMPHIS, TENN.**,
 meet every Mon. 9:30 a.m., Grove
 Hall, McLemore and Rayburn av.
Geo. L. Barnett, 1023 Patton av. C
H. E. Bradford, 1050 Patton st. F
Owen Finnegan, 497 La Clede av. I
24—**CENTRALIA, ILL.**, meet every Sun.,
 2 p.m., Hofheinz Block W. Broadway.
James Dardis, 212 N. Poplar st. C
E. D. Beaver, 212 N. Hickory st. F
E. Cooker, 608 S. Locust st. I
25—**TERRE HAUTE, IND.**, meet 2d & 4th
 Sunday at 2 p.m., Swope Block,
 7th and Ohio.
W. K. Larr, 1107 N. 4th st. C
C. L. Wood, 714 N. 13th st. F
L. G. Mills, 915 N. 5th st. I
26—**RICHMOND, VA.**, meet 1 & 3 Monday,
 a.m., Fraternity hall, 215 W. Broad
 st.
D. W. McLeod, 2905 E. Broad st. C
W. M. Ogg, 112 N. 20th st. F
O. D. Seay, 112 N. 20th st. I
27—**RACINE, FREEPORT, ILL.**, meet 1st
 & 3d Sunday, 2 p.m., K. of P. Hall,
 Stephenson st.
R. M. Griffith, 541 Stephenson st. C
W. G. Powell, 552 No. Galena av. F & I
28—**PHOENIX, ARIZONA, VER.**, meet Tues-
 day, 10 a.m., Masonic Hall, over P. O.
Frank Deitz, 14th st. & 4th av. C
W. H. Skinner, 408 16th st. F
H. F. Michaels, 627 So. 4th av. I
29—**GRAND CANYON, PUEBLO, COLO.**, meet
 Mondays 2 p.m., Firemen's Hall,
 over Western Nat'l Bank; cor. Union
 av. & O. st.
E. E. Wade, 223 Lake av. C
E. J. Reilly, 517 E. Evans av. F
J. D. Kethner, 515 Quincy st. I
30—**PHILLIPSBURG, N. J.**, meet 1st &
 3d Sunday, 2 p.m., over Phillipsburg
 National Bank.
Geo. Johnson, 333 Mercer st. C
B. F. Warh, 322 Pleasant av. F
G. M. Couch, 127 Washington st. I
31—**CLEVELAND, O.**, meet 1st Sun, 2:30
 p.m. and 3rd Sun, 8 p.m., Shild-
 hour's Hall, Ontario st.
O. F. Sipher, Kamm's, O. C
Ben Fehl, 306 So. 6th St., N. J. F
A. A. Sincetery, 738 Linwood av. I
32—**AURORA, ILL.**, meet 1st & 3d Sun-
 day, 1. O. F. Hall, 45 Fox st.
J. F. Kagay, 122 Oakley av., Chicago,
 Ill. C
F. D. Ettinger, 240 S. av. F
Wm. R. Rees, 259 Weston av. I
33—**BATTLE CREEK, MICH.**, meet 2d
 & 4th Sun., 10 a.m., Engineer's
 Club Rooms, Union Bldg., Madison
 and Berwick st. C
B. E. Allan, 338 Ollig st. F
John Harrington, 69 Bennett st. I

34—**LITTLE MIAMI, COLUMBUS, O.**, meet
 1st & 3d Sun. afternoon, Miller Bldg.
T. E. Humphrey, 936 Franklin av. C
John T. Booth, 847 Sullivan av. F
John Cassell, 158 W. First av. I
35—**J. J. SIBLEY, ROCHESTER, N. Y.**, meet
 2d & 4th Sunday afternoon, Hall 30
 State st.
E. H. Brayton, Avon, N. Y. C
C. P. Brown, 53 Post st. F
Hugh Cooper, 104 Hobart st. I
36—**NEWARK, O.**, meet every Sunday, 2
 p.m., B. L. E. Hall, Shamp's Bldg., E
 Main st.
Ed. F. Ryan, 54 Dewey av. C
Chas. Baguley, 39 Cedar st. F & I
37—**BATTOON, ILL.**, meet every Sunday
 2 p.m., K. of P. Hall, 1636 Broadway.
W. B. White, 1412 Richmond av. C
W. H. Morris, 1806 Prairie av. F
A. M. Garner, Box 858. I
38—**CLIFTON FORGE, VA.**, meet 1 & 3
 Monday 2 p.m., Eagle's Hall.
R. B. Paxton, 48 Church st. C
D. H. Echols, 741 1st st. F
A. N. McMullan, 46 Church st. I
39—**SEYMOUR, IND.**, meet 2d & 4th Mon-
 day, 7:30 p.m., Masonic Temple.
W. A. Loyd, 621 Ewing st. C
O. D. Seelinger, 807 W. 2nd st. F & I
40—**PORTLAND, ME.**, meet 2d & 4th Sun-
 day, 1 p.m., at 80 Exchange st.
O. H. Dodge, 100 Ocean st. C
Geo. W. Babb, 877 Congress st. F & I
41—**ELMIRA, N. Y.**, meet 1st & 3d Sun-
 day, 3 p.m., I. O. O. F. Hall, Water st.
Chas. C. Munsell, 513 Jefferson st. C
S. B. Morris, 107 Home st. F & I
42—**CARONDELLE, ST. LOUIS, MO.**, meet
 2d & 4th Tuesday, 8 p.m., Masonic
 Hall, 6500 Michigan av.
G. E. Woodruff, 2314 California av. C
E. Brennecke, 720 Dover st. F
A. O. Brennecke, 512 Hartford st. I
43—**GEN. CHAS. MILLER, READVILLE, PA.**,
 meet every Tuesday, 8 p.m., in Odd
 Fellows Hall, Center st.
W. E. Nichols, N. Park av. C
J. F. Bruner, 303 Pine st. F & I
44—**WYOMING, RAWLINS, WYO.**, meet
 1st & 3d Thursdays in K. of P. Hall.
Cornelius Ryan C
Otto Humberger F
J. E. Hittler, Cedar st. I
45—**WEST PHILADELPHIA, PA.**, meet 2d
 & 4th Sunday, 1:30 p.m., Schneider's
 Hall, 4115 Lancaster st.
Wm. S. Magee, 656 N. 55th st. C
Joseph Kelley, 624 N. 35th st. F
H. P. Kelley, 626 N. 35th st. I
46—**ALBANY, N. Y.**, meet very Wednes-
 day, 8 p.m., 18-20 S. Pearl st.
J. T. Greenhalgh, 1338 3rd av.,
 Rensselaer, N. Y. C
J. W. Blewer, 1 Hunter st. F
E. A. Montague, 67 Manning Blvd. I
47—**HOUSSELL, N. Y.**, meet Mondays,
 1:30 p.m., over 137 Main st.
T. C. Clark, 11 Hakes av. C
Wm. Hood, 343 Canisteo st. F
J. K. Chapman, 29 Union st. I
48—**ST. LOUIS, MO.**, meet 1st & 3d Mon-
 day, 8 p.m., 340 Park av.
Albert Gurnea, 5506 Virginia av. C
J. L. Pate, 3025 St. Vincent av. F
J. J. Smith, 2712 Ends av. I
49—**ST. CLAIR, E. ST. LOUIS, ILL.**, meet
 1 & 3 Thurs. 8 p.m., Jackeish Bldg.,
 318 Missouri av., 3d floor.
R. H. Stevenson, 1028 Trendly av. C
C. A. Duncan, 556 Veronica av. F
M. M. Stephens, 1016 Pennsylvania. I
50—**CORNSVILLE, PA.**, meet 1st Sat-
 urday, 7:30 p.m., 3d Sun, 2 p.m., I. O.
 O. F. Hall Pittsburg and Main
A. J. Whittle, Baltimore House. C
J. H. Bittner, 417 S. Arch st. F & I
51—**PHILADELPHIA, PA.**, meet 1st & 3d
 Sunday 1:30 p.m., New Federal Hall,
 Federal st. near 17th st.
L. M. Genay, 1727 Federal st. C
John J. Geary, 1445 S. 52nd st. F
Jos. E. Horne, 814 14th av. Moore,
 Del. Co., Pa. I
52—**MONTMERE, BALTIMORE, MD.**,
 meet 1st and 3d Sunday 1:30 p.m.,
 Jackson's Hall, Beddie st. & green,
 mount av.
John A. Brillinger, 653 E. Chestnut
 st., York, Pa. C
Wm. H. Ragland, 1104 E. North av. F
Geo. W. Fry, 340 Girard av. I
53—**JERSEY CITY, N. J.**, meet 2d & 4th
 Sunday 2 p.m., Fischer's Hall,
 Newark av. & Erie st.
Chas. Ebo, 26 Garrison av. C
J. H. Warren, 127 Elm st., Newark. F
S. Garabrant, 68 Tracy av., Newark. I

54—PORT JERVIS, N. Y., meet Tuesdays
7:30 p.m., Engineers' Hall, Ball st.
J. O. Gould, 106 Front st. O
John H. Woods, 104 East Main st. F & I

55—AMERICAN DESERT, OGDEN, UTAH,
meet 1st & 3d Monday, 2 p.m., K. of
P. Hall, 24th st.
E. A. Peck, 2302 Adams ave. O
J. H. Wardleigh, 2318 Madison av. F
H. G. Doon, 1728 Washington av. I

56—KEOKUK, CENTERVILLE, IA., meet
2d & 4th Sunday, 11 a. m. O. O. F. Hall.
A. B. Summers, 621 So 18th st. O
Eugene S. Gilbert, 307 E. Terry st. F
Frank Rinckel, 822 So 18th st. I

57—PROVIDENCE, R. I., meet 1st & 3d
Sunday, 10 a. m., Swarts Hall, 98
Westminster st.
D. C. Horton, 207 Pleasant st. O
Geo. E. Lapham, 44 Wilson st. F & I

58—OTSEGO, ONEONTA, N. Y., meet 1st
& 3d Sunday 2 p.m., Engineers' Hall
116 Main st.
E. J. Alberts, 5 High st. O
W. B. Auchincloss, 24 West st. I
J. D. Frimmer, 42 River st. I

59—RENSSELAER, N. Y., meet 1st Sunday
2 p.m., 3d Wednesday, 7:30 p.m., B. of
L. F. Hall.
Chas. Stellar, 1211 Broadway. O
Wm. Hughes, 1431 3d st. F
G. A. March, 838 Broadway. I

60—ROCK ISLAND, ILL., meet 1st & 3d
Sunday, 2 p.m., Reynolds' Hall, Elm
st. and 5th av.
W. Arnold, 2923 7th av. C
Wm. M. Johnston, 901 80th st. F
James Carl, 925 23d st. I

61—BOSTON, MASS., meet 2d Sunday
10 a.m., 4th Wednesday 1 p.m., 104
Canal Street.
E. L. Abbott, 84 Middlesex av., Read-
ing, Mass. O
G. R. Dority, 6 School, Charlestown. F
W. A. Kempton, 14 box 13, S. Sudbury,
Mass. I

62—GALESBURG, ILL., meet 1st & 3d
Sunday 2:30 p.m., Trade and Labor
Assembly, Main st. & Binn av.
H. Ream, 902 E. Main st. O
F. E. Brooks, 357 West Lowry st. F
C. O. Boyer, 343 W. First st. I

63—SPRINGFIELD, MASS., meet 1st & 3d
Sunday 12:30 p.m., B. & A. K. K. Bid'g
G. B. Rust, Helman st. O
J. W. Mead, 416 Main st., W. Spring-
field, Mass. F & I

64—WORCESTER, MASS., meet 1st & 3d
Sun. 2 p.m., Castle Hall, 406 Main st.
G. W. Hubbard, 617 Grove st. O
T. B. Wardwell, 1114 Hammond st. F
M. L. Hamilton, 941 Main st., Clinton,
Mass. I

65—CHILLICOTHE, O., meet 2 & 4 Sun-
day 1:30 p.m., Main and Mulberry sts.
W. F. Williams, 181 Scioto av. O
Geo. W. Waters, 578 E. Main st. F
G. W. Cutter, 27 E. Main st. I

66—CREAM CITY, MILWAUKEE, WIS.,
meet 1st & 3d Sun. 12:30 p.m., Frank-
lin Hall, 235 Grand st.
Wm. B. Chamberlin, 31 34th st. O
A. M. Lewis, 5216 Park Hill av. F
Ward Williams, 14 32d st. I

67—CORONATION, SAINT STE. MARIE,
ONTARIO, meet 2d Sunday 2 p.m. and
4th Sun. 7 p.m., Union Hall,
Collis Bldg., Queen st.
N. Fulcher, Box 38 West P. O. O
A. G. Wagner, Box 27 West P. O. F & I

68—LONDON, ONT., meet 1st Sunday, 2
p.m., 3d Thurs. 7:30 p.m., Foresters'
Hall, Dundas and English sts.
John Sheehy, 274 Hamilton rd. O
H. E. Crouch, 823 Dundas st. F & I

69—NORTHERN TIER, GRAND FORKS, N.
Dak., meet 1st & 3d Sunday 2:30 p.m.
Robt. Smith, 410 N. 4th st. O
O. L. Yowell, 218 N. 9th st. F
B. Skibness, 112 N. 8th st. I

70—TORONTO, ONT., meet 2d & 4th Sun-
day 2:30 p.m., Occident Hall.
Wm. Newcombe, 409 Markham st. O
I. K. Belyea, 46 Bellevue Pl. F
Geo. Mills, 227 Baskinole Road. I

71—PENNSYLVANIA, PHILADELPHIA, PA.,
meet 2d Saturday 7:30 p.m. & 4 Sun.
1:30 p.m., Schuyler Hall, 9th & Dir-
mond st.
James McKeaney, 8316 Gratz st. O
W. Hackman, 2944 W. Susquehanna av. F
R. H. Harveson, 1760 Franklinford av. I

72—SCIOTO VALLEY, COLUMBUS, O.,
meet 1st & 3d Sunday 2:30 p.m., I. O.
O. F. Hall, 18th & Mt. Vernon av.
John McCreary, 18th O. O
J. J. Colburn, 289 N. 21st st. F & I

73—MADISON, WIS., meet 1st & 3d Sun-
day 2 p.m., 111 Monona ave.
F. H. Lamphere, 1029 W. Dayton st. C
R. F. Chamberlain, 410 W. Doty st. F
Edw. Ziel, 1018 W. Washington av. I

74—HARRISBURG, PA., meet 1st & 3d
Sun. 2 p.m., New Hall, 3d & Broad sts.
B. F. Huber, 1716 N. 5th st. O
M. G. Stoner, 618 Calder st. F
F. J. Keller, 1337 N. 5th st. I

75—READING, PA., meet 1st Sunday 1 p.
m., & 3d Sun. at 1:30 p.m., 723 Pennst.
J. Clinton Shugars, 614 Madison av. I
John H. Bradford, 930 Green st. F
G. W. Kintzell, 909 N. 10th st. I

76—WINNIPEG, MANITOBA, meet 1st & 3d
Friday & 2d & 4th Sat. at 14 o'clock
Railway Hall, Allman Bldg., Main st.
W. H. Woods, 706 Sherbrooke st. O
A. G. Hobb, 851 Bannatyne av. F
S. C. Carcary, 457 Logan av. I

77—NEW HAVEN, CONN., meet 2d & 4th
Sunday, 10:30 a. m., I. O. O. F. Hall,
Crown st.
R. H. Osmond, 222 Main st., West
Haven, Conn. O
G. H. Withersell, 80 First st. F & I

78—LOUISVILLE, KY., meet every Mon-
day 1:30 p.m., I. O. O. F. Temple 6th
and Walnut sts.
Wm. L. Lindsay, 3505 Third av. O
M. J. O'Hearn, 121 W. Oak st. F
H. A. Prout, 1536 Sherwood av. I

79—GEO. G. BARBER, COLUMBUS, O.,
meets 2d and 4th Thursday even-
ing, Hildreth Hall, cor. Hildreth ave.
and 25th street.
Chas. Kuhn, 846 E. Spring st. O
N. T. Beynon, 238 No. 22d st. F & I

80—BALDWIN, BROOKSFORD, WIS., meet
1st & 3d Monday at 2:30 p.m., & 2d & 4th
Monday at 7:30 p.m., in K. O. T.
M. Hall.
G. W. Phillips, 210 5th av. S. E., Min-
neapolis, Minn. O
H. E. Spaulding, Lock Box 17. F & I

81—KANSAS CITY, KAN., meet 1st & 3d
Saturday, 7:30 p.m., Simpson Bldg.,
724 Central av.
Robt. Murphy, 409 Washington av. O
J. L. Simpson, 1322 Quindaro Boule-
vard. F
G. N. Herron, 268 S. Tremont st. I

82—SILOU CITY, IA., meet 1st & 3d Sun-
day, 10 a. m., I. O. O. F. Hall 4th
and Jackson sts.
F. J. Anderson, 1519 Boulevard. O
L. B. Cutting, 1259 Jennings st. F & I

83—OZARK, SPRINGFIELD, MO., meet
every Monday, 2 p.m., K. of P. Hall,
E. Commercial st.
Walter Casey, Murray Bldg., Com-
mercial st. O
Geo. E. Dillard, 967 Benton av. F
J. A. Dryden, 704 E. Locust st. I

84—CHARLOTTE, GREENVILLE, S. C.,
meet every Sunday, 10 a.m., Carpen-
ter Bros. Hall.
T. R. Chatham, 149 Forrest st. O
L. R. Condon, 217 Mulberry st. F & I

85—FALMOUTH, GREENBAY, K. C., meet
every Sunday, 2:30 p.m., K. of P. Hall
J. G. Price, 1609 Build st. O
H. E. Thompson, 2012 Marion st. F
J. E. McDaniel, 1610 Barnwell st. I

86—ARTHUR, MONROVIA, MO., meet every
Monday, 10 a. m., K. of P. Hall,
Reed & 4th sts.
F. J. Robertson, 708 W. Coates st. O
H. B. Norton, 624 W. End pl. F
Geo. A. Burnham, 709 W. Gilman st. I

87—TRIO, N. Y., meet 1st & 3d Sunday,
1:30 p.m., I. O. F. Hall, River.
F. D. Van Derrot, 488 9th st. O
C. W. Graham, 3 Center Court, Green
Island, N. Y. I

88—HARTFORD, CONN., meet 1st & 3d
Sun. 1:30 p.m., 19th st.
GEO. W. VROMAN, N. PLATTE, NEB.,
meet every Wednesday 1:30 p.m.
I. O. O. F. Hall.
Ohas. E. Ell. O
John T. Stuart, 510 W. A. st. F & I

89—POINT ST. CHARLES, MONTREAL, P. Q.,
meet 1st & 3d Sunday, 2 p.m., Po-
nce Hall, 2267 Notre Dame st. St.
Henry.
Geo. A. Kell, 2 Fortune st. O
A. W. Roberts, 461 Boargeoils st. F & I

90—POTTSVILLE, PA., meet 1st Sunday
at 2:40 p.m., & 3rd Sunday at 9:30 a.
m., Knights of Columbus Hall, 18
N. Centre st.
J. F. Harley, Schuykill Haven, Pa. O
H. E. Wilson, 505 E. Norwegian av. F & I

91—KAULE EYE, SHAWINIGAN JUNCT.,
P. Q., meet 1st and 3d Sunday.
L. Goulet. O
S. White, 1829 Notre Dame st., East
Montreal, P. Q. F
W. Mc Laren, 79 Prestonaine st.,
Hochelaga, Montreal, P. Q. I

92—PEORIA, ILL., meet 2d Sunday 2:30
& 4th Sunday 7:30 p.m., Smith's Hall
2301 S. Adams st.
John U. Noonan, 507 Martin st. O
J. B. Otten, 209 Martin st. F
Jno. Desmond, 414 Oakland av. I

93—JACKSON, TENN., meet every Wed-
nesday 9:30 a.m., K. of P. Hall.
J. L. Harrington, 226 W. Main st. O
Thomas Tate, 248 W. Chester st. F
D. H. Staley, 243 W. Main st. I

94—PARREL, MARQUETTE, MICH., meet
1st & 3d Sunday, 2:30 p.m., Frater-
nity Hall.
Geo. D. McCormick, 442 W. Washing-
ton st. O
A. L. Rose, 114 W. Prospect st. F
Wm. Thomas, 357 Alger st. I

95—CINCINNATI, O., meet 1st & 3d Thur-
sday, 7:30 p.m., Hall C Odd Fellows'
Temple, 7th & Elm sts.
Harry Howden, 623 W. 8th st. C
Wm. Zimmerman, Box 31 Glendale,
O. F & I

96—CHICAGO, ILL., meet 1st & 3d Sun-
day at 1:30 p.m., at Franklin Hall,
Fraternity bldg., 70 Adams st.
F. T. S. Averna, Barrington, Ill. O
G. J. McKinley, 598 Dearborn av. F & I

97—SOUTH BALTIMORE, MD., meet every
Sunday, 1:30 p.m., Friendship Hall,
12 E. Montgomery st.
J. A. Wall, 2115 W. Baltimore st. O
E. E. La Barrer, 873 W. Lombard st. F
J. H. Stephens, 608 W. Lee st. I

98—LINCOLN, NEB., meet 1st & 3d Sun-
day, 2 p.m., A. O. U. W. Hall, 1005 O st.
Jos. S. McCoy, 1248 U st. O
H. Wagnenjo, Court House. F & I

99—WATER VALLEY, MISS., meet 2d &
4th Monday, 9 a. m., K. of P. Hall.
J. L. Kirby. O
F. E. Chriss, Lock Box 425. F
H. R. Blackston. I

100—DANVILLE, ILL., meet 1st & 3d
Sunday, 1:30 p.m., Eagles Hall, 109
& 111 North Vermillion st.
W. H. Dowker, Sta. B. O
H. F. Smith, Station B. F
Chas. Johns, Station B. I

101—GREENSBORO, HINTON, W. VA.,
meet 1st Sun. & 3d Mon. at 2 p.m.
J. H. Komick. O
J. W. Woods, Box 114. F & I

102—ATSTIN, MINN., meet 1st & 3d Sun-
day 10:30 a.m., B. L. E. Hall, E Water
street, near Depot.
Wm. Anderson, 301 West Water st. O
H. Mathews, 526 S. River st. F
C. Ellingson, Madison, S. Dak. I

103—ROCKY MOUNTAIN, LAWANIE, WYO.,
meet every Sat. 2 p.m., G. A. R. Hall.
David Reid, 319 Fremont st. O
P. Mathison, 622 6th st. F
G. W. DeForest, 404 6th st. I

104—COLLIERIA, PA., meet 1st Sun. 1 p.
m., 3d Sun. 12:30 p.m., cor. 3d & Locust
Thos. Quinn, 560 Walnut st. O
John M. Wein, 726 Chestnut st. F
Geo. W. Fager, 160 N. 3d st. I

105—

106—BELLFLOW, VA., meet 1st
& 3d Sunday, 4 p.m., G. A. R. Hall.
A. E. Wells, R. F. D. 2, Walpole, N. H. O
O. B. Galleher, Box 707, Windsor, Vt. F & I

107—ST. JOSEPH, MO., meet 2d & 4th
Sunday 2 p.m. I. O. O. F. Hall, 7th
& Charles st.
A. K. Pickle, 124 E. Missouri av. O
A. G. Roberts, 517 No. 7th st. F
Sam Scott, 2708 Olive. I

108—ALLGHENY CITY, PA., meet 1st &
3d Sunday 10 a.m., Franklin Hall,
cor. 1st and East sts.
F. L. Stumpf, 228 Clifton av., Sharpe-
burg, Pa. O
M. S. Anderson, 919 Main st. F
Harry McKee, 180 Maple av., Blair-
ville, Pa. I

109—QUAKK CITY, PHILADELPHIA, PA.,
meet 1st & 3d Sunday, Schneider's
Hall, 4115 Lancaster av.
Frank L. Miller, 3741 Brown st. O
J. H. Vandegrift, 2345 E. Norris st. F
E. O. Johnson, 4322 Wyalusing av. I

110—PACIFIC, SACRAMENTO, CAL., meet
every Friday, 7:30 p.m., Unity Hall,
Foresters' Bldg., 1 st., between 7th
& 8th.
A. J. McKay, 22 1/2 M. st. O
A. B. Mathews, 2306 M. st. F
B. Lightner, 612 11th st. I

111—ECLIPSE, BLUE ISLAND, ILL., meet
2d & 4th Mon. 8 p.m., Masonic Hall.
J. J. Boyd, 228 Union st. O
W. T. Davis, 403 Walnut st. I

112—DEERFIELD VALLEY, GREENFIELD, MASS., meet 2d & 4th Sun. 1:30 p.m.
Foresters' Hall, Gazette & Courier Bldg. Bank row.
W. S. Hutchins, 21 Conway st. C
Edwin Warren, 25 Riddell st. F & I

113—DES MOINES, IA., meet 1st & 3d Sun. 2:30 p.m., I. O. O. F. Hall, Loc. 581
Geo. E. Finnigan, 1039 19th st. C
John O'Brien, 1212 22nd st. F
James McCabe, 1221 W. Walnut st. I

114—WATERLOO, IA., meet 2d & 4th Sundays, 2 p.m., B. of L. E. Hall, 109 E 4th st.
H. C. Harper, 398 Walnut st. C
Frank O. Wright, 419 Oak ave. F
H. E. Camp, 315 High st. I

115—CHEVYCHESE, WYO., meet 2d & 4th Tuesday, 2 p.m., A. O. U. W. Hall
J. E. Carroll, 1922 Van Lennan st. C
C. E. Burke, 2012 Van Lennan st. F
F. W. Dudley, 210 E. 19th st. I

116—LAKE SUPERIOR, ESCANABA, MICH., meet 1st & 3d Sunday at 10 a.m., B. L. E. Hall
Wm. Finnegan, 609 S. Georgia st. C
Milo Shields, 327 N. Mary st. F
Theo. Farrell, 411 Wells ave. I

117—SABORS, MASON CITY, IA., meet 2d & 4th Sunday, 2:30 p.m.
Geo. B. Freeman, 324 W 9th st. C
J. A. Swanson, 419 E. 8th st. F
Peter Mottershead, 871 Cottage st. I

118—BROCKVILLE, ONT., meet every Thursday, 2 p.m. Merrill's Block, King st.
E. Mortimer C
R. Wardrop, Box 666 F
J. B. Hislop I

119—DUBUQUE, IA., meet 1st & 3d Sunday 2 p.m., Union Hall, 1966 Couler av.
A. Woodard, 1500 Jackson st. C
Fred. Cawley, 723 Garfield av. F
J. C. Baynes, 1531 Bluff st. I

120—LWA, O., meet 1st & 3d Sun. & 2d & 4th Friday, 2 p.m., Red Men's Hall, cor. Main and Spring sts.
A. J. Gustason, 650 So. Elizabeth st. C
R. B. Hickok, 652 S West st. F & I

121—BRIGHTFOOT AT INDIANAPOLIS, IND., meet in Clark's Hall, cor. 25 & Station st. 2d Sunday 7 p.m., & 4th Sunday 2 p.m.
J. H. Deer, 2002 E. Tenth st. C
Jas. H. Ackworth, 2513 Station st. F & I

122—GRATOT, PORT HURON, MICH., meet 2d & 4th Sat. 7:30 p.m., Marine Engineers' Hall, Water st.
R. J. O'Dell, 616 Union st. C
F. E. Minard, 2222 Military st. F

123—IRON MOUNTAIN, DE SOTO, MO., meet 2d & 4th Tuesday 1:30 p.m., K. of P. Hall, 2d and Boyd sts.
W. C. Schmick C
D. J. Roach, Box 18 F
A. Atkins, Box 293 I

124—HICKEYS, O., meet every Monday, 1:30 p.m.
Edward R. Carey, 496 Park av. C
Harry A. Greer, Middletown st. F
J. McAloes, 608 Woodley st. E. Toledo I

125—CLINTON, IA., meet 2d & 4th Monday, 2 p.m., Engineers Hall, 10th av. & 4th.
D. Stamm, 714 S. Fifth st. C
J. W. Bailey, 445 Tenth av. F
L. Sisco, 445 10th av. I

126—FARMINGTON, KEYS, CAL., meet every Sunday, 2 p.m., K. of P. Hall
Frank D. Mills, Box 304 C
F. P. Shephardson, Box 304 F
E. C. Jordan, 466 Solano av, Los Angeles, Cal. I

127—OKAW, FLORA, ILL., meet 1st Sunday & 3d Mon 1:30 p.m., I. O. O. F. Hall
Cass Weller, Box 273 C
R. C. Dykens F
E. F. Mallinsky, Box 51 I

128—RICHFORD, FARMHAM, P. O., meet 1st Sunday and 3d Monday 1:30 p.m., Masonic Hall.
E. N. Booth C
J. Lorimer F
S. E. Kennedy I

129—ROCK CITY, NASHVILLE, TENN., meet Tuesdays 9 a.m., I. O. O. F. Hall
Frank Winford, Linden av. Belmont Heights C

130—KAW VALLEY, EMPORIA, KAN., meet 2d & 4th of each month, 1:30 p.m., M. W. A. Hall, 601 Commercial st.
N. W. Smith, West 6th av. C
A. L. Burrell, 618 West 6th av. F & I

131—FRASER, SABORS, I. A., meet alternate Sundays 3 p.m., I. O. F. Hall
J. M. Hansen C
Geo. A. Irving F
J. F. Hughes, 322 S. Superior st. Mason City, Ia. I

132—ST. THOMAS, ONT., meet every Monday, 2:30 p.m., Odd Fellows' Hall, Mecha Block.
Geo. Slomget, 37 Forest av. C
Eli Cowles, 39 Locust st. F
T. Duffey, Wellington st. I

133—HAMILTON, ONT., meet 2 & 4 Sun. 2:30 p.m., A. O. F. Hall, James st. N.
James Oliver, 135 Locke st. N. C
A. O. Grithby, 81 Murray st. East. F
James McCulloch, 46 Tom st. I

134—ALBUQUERQUE, WISLOW, ARIZ., meet every Tuesday, B. L. E. Hall.
O. Young C
C. M. Byrd F
Edward Clark, Box 53 I

135—HIDSON, JERSEY CITY, N. J., meet 2d Saturday, 8 p.m. and 4th Sunday 2 p.m., Deane's Hall, Grove st. and 5th st.
Thos. Cutler, Walwick N. J. C
J. L. Vanorden, 231 12th st. F & I

136—SALT LAKE, EVANSTON, WY., meet every Tuesday, 7 p.m., I. O. O. F. Hall
J. M. Stevenson C
A. L. Coey F
W. R. Gilpin, Center st. I

137—STARBUCK, ST. STEPHANNA, PA., meet alternate Thursdays, 7:30 p.m., K. of P. Hall.
Wm. McCannon, Box 17 C
Sheldon Pierce, Box 279 F & I

138—SQUIDRIFT, CARBELLTON, N. E., meet 1st & 3d Sunday, 1:30 o'clock, Engineers' Hall over Sharp's Rest.
J. Morton C
John Gilker, Box 163 F
Everett Henderson I

139—LOVE STAR, HOT STON, TEX., meet every Monday, 1:30 p.m., Woodmen's Hall, cor. Washington & Silver sts.
H. Hofman, 2117 Crockett st. C
L. McAniff, 1817 Center st. F
W. J. Wilson, 1615 Washington st. I

140—GULF CITY, MOBILE, ALA., meet 2 & 4 Sun., 9:45 a.m., Y. M. B. A. Hall, S. E. cor. Dauphin & Jackson sts.
V. M. Blaize, 310 So. Claiborne st. C
E. A. Bolling, 157 Canal st. F & I

141—SMOKY HILL, ELLIS, KAN., meet Wednesday, 7:30 p.m., I. O. O. F. Hall
Geo. Fritz, Junction City, Kan. C
Thos. McMahon, L. Box 55 F
Thos. Chapman, Box 148 I

142—ST. FRANCIS, RICHMOND, P. O., meet 2d & 4th Sunday, I. O. F. Hall.
J. J. Pepler C
E. Hawker, Box 89 F
Geo. A. Pearson, Box 96 I

143—INDIANAPOLIS, IND., meet 1st & 3d Sun. 2 p.m., I. O. O. F. Hall, 2527 W. Washington st.
D. A. Ryers, 11 Pasadena Flat. C
John Rogers, 1943 Central av. F & I

144—BRAINER, STAPLES, MINN., meet 1st & 3d Monday, 2 p.m., Sovereign's Hall, 4th st. between 1st and 2d av.
John J. Gavin C
G. H. Wilson, Box 143 F
R. Arundel I

145—VANDERHILT, NEW YORK CITY, meet 1st & 4th Sun. 10 a.m., Loeffler's Hall, cor. 148th st. and Willis av.
Henry C. Case, 284 E. 133rd st. C
Geo. N. Patrie, 230 E. 157th st. F
Pat. Murphy, 317 E. 157th st. I

146—GEORGE SEEVERS, OSKALOOSA, IA., meet 1st Mon. 7:30 p.m., B. L. E. Hall
E. E. Alders, 620 No. 8th C
L. H. Steddon, 621 No. 8th F & I

147—SPOKANE, SPOKANE, WASH., meet 1st & 3d Sunday, Oliver Hall.
O. J. Diebrel, E 1414 First av. C
F. E. Hobart, E 311 Ninth av. F
E. J. Fields, E 11th av. I

148—IRON CITY, MAKES ROCKS, PA., meet 1st & 3d Sunday, 1 p.m., Central time, Fraternal Hall, Charters av.
Wm. Curtis, 720 Washington av. Brad-dock, Pa. C
R. M. Clark, 316 Broadway, Box 21. F
W. H. Morgan, 728 Charters av. I

149—GRANITE ROCK, THERO, NOVA SCOTIA, meet 1st Sat. 3d Thurs. each month, Orange Hall, Inglis st.
Jas. W. Nairn C
Geo. H. Feuchtm, Box 221 F & I

150—ST. PAUL, MINN., meet 1st & 3d Sunday, 2 p.m., Central Block, Hall No. 4, cor. 4th & 6th sts.
H. H. Corbett, 1516 Minnabasha st. C
J. H. Ayotte, 819 Buffalo st. F
W. T. Mahor, 157 Penn av. I

151—BURLINGTON, IA., meet 2d & 4th Sunday p.m., K. of C. Hall, 3rd and 4th sts.
Geo. R. Robbins, 905 South av. C
H. O. Siebens, 1000 So 6th st. F
F. L. Williams, 805 So Central av. I

152—OSWEGO CITY, N. Y., meet 1st & 3d Sunday, 2 p.m., B. L. E. Hall, N. Y. O. & W. Depot
L. J. Boynton, 38 W. 7th st. C
M. J. Cronan, 35 W 9th st. F
Victor Bellisio, 60 E 6th st. I

153—GARRETT, IND., meet every Sunday, 9:30 a.m.
C. W. Miller, Box 343 C
L. B. Hart, Box 28 F
W. H. Gillis, Box 56 I

154—JEFFERSON, HOWELL, IND., meets 4th Mon. 7:30 p.m., Thompson's Hall
T. T. Carr, 215 Cumberland ave. C
Chas. I. Sutter, 23 Delmar av. F
T. E. Miller, 9 Glendale ave. I

155—DECATUR, ILL., meet every Wednesday at 7:30 p.m., in B. of L. E. Hall, Masonic Temple, North Water st.
John Rodems, 964 E. North st. C
F. B. Collins, 1444 East Prairie st. F & I

156—BIRMINGHAM, ALA., meet every Sunday, 2:00 p.m., B. of L. E. Hall, 1910 3rd av.
J. D. Jesse, R. F. D. No. 6, Box 22. C
W. H. Hann, 1818 5th av., Bessemer, Ala. F
Martin Whitford, R. F. D. No. 6 Box 17 I

157—CENTRAL, JERSEY CITY, N. J., meet 1st Sun. 10 a.m., 3d Sat. 8 p.m., Masonic Hall, cor. Pacific av. & Maple st.
M. F. Ahern, 198 Hopkins av. C
E. F. Jones, 17 Monitor st. F
John T. Fox Jr., 1 Holtwood st. I

158—TEBER RAPIDS, IA., meet 1st & 3d Sun. 2:30 p.m., K. of P. Hall, 1st av. and 1st st.
Geo. T. Munn, 1645 2d av. E. C
Frank A. Davis, 1314 A av. E. F
J. H. DeGier, 403 3d av. W. I

159—CAPITOL, WASHINGTON, D. C., meet 1st Wed. 7:30 p.m. & 3d Sun. 2:30 p.m., Weller's Hall, cor. 8th & 1st S. E.
Chas. E. Bush, 212 8th st. S. W. C
Wm. C. Jasper, 514 E. st. N. W. F
Fred Rullman, 828 E Preston st. Baltimore, Md. I

160—SAN FRANCISCO, CAL., meet every Thurs. 8 p.m., St. L. Polito Bldg., 3265 16th st.
John E. McCrogh, 2996 Mission st. C
H. A. Madden, 2456 Howard st. F
M. R. Armstrong, 359 Missouri st. I

161—MOXION, NEW HICNSWICH, meet 1st Sat. 19:30, 3d Sat. 13:30 I. O. F. Hall
W. F. Hicks, 107 Cameron st. C
W. F. Smallwood, 154 Highfield st. F
S. W. Carson, 61 Cameron st. I

162—PASTI WPSHC, NEWTON, VT., meet 2d Mon. 7 p.m. & 4th Mon. 7:30 p.m., B. L. E. Hall, Lanes Block, Main st.
R. C. Hinman C
J. J. Stenson F
E. W. Ruggles, Lyndonville, Vt. I

163—JASASOIT, AUBURN, KAN., meet 1st & 3d Monday 2:30 p.m., Mason's Hall, cor. 6th and Commercial sts.
Fred Shipley, 1111 Santa Fe st. C
W. C. Remington, 1428 Santa Fe st. John Remington, Box 238, Greenleaf, Kan. I

164—OROCOLA, LOUISVILLE, KY., meet 2d & 4th Thursday, 7:30 p.m., Shaf-fers' Hall, 27th st. bet. Portland av. & Montgomery st.
J. L. Griggs, 2000 Bank st. C
M. J. Carroll, 112 26th F
H. C. Daniels, 2008 Portland av. I

165—S. D. DOTTIER, CARBONDALE, PA., meet 1st & 3d Sunday 2 p.m., Pioneer Dime Bank Bldg., North Main st.
A. Copeland, 8 Copeland av. C
A. M. Banks, 128 S. Terrace F
W. B. Bagley, 140 Salem av. I

166—DEVEREAUX, CHEVLENG, O., meet 2d Monday 7:30 p.m., & 4th Sunday, 8 a.m., Hanna Block, near cor. Woodland & Willson av.
R. C. Whelan, 1117 Kinsman st. C
G. Dunge, 6309 Quinby ave. F
J. H. Milner, 4316 Wellesley av. S. E. I

167—CARROLL, OTTAWA, ONT., meet 1st & 3d Sunday 2 p.m., K. of P. Hall, cor. Somerset & Arthur sts.
E. Towley, 161 Napan st. C
Fred. Rowe, 150 Rochester st. F
J. Ryan, 60 Rochester st. I

168—SYDNEY, N. Y., meet every Tuesday, 8 p.m., H. F. Hall, Ransom Bldg. Oswego and Seymour sts.
M. F. McCarty, 222 Merriman av. C
W. H. Williams, 311 Seymour st. F
Wm. Frazier, 116 Davis st. I

- 110—WELLSVILLE, O., meet 2d & 4th Sunday, 2 p.m., 4th Thursday, 7:30 p.m., B. L. E. Hall.
Thomas Ryan, 15th & Commerce sts.
Geo. D. McGarry, 189 Clark av.
E. L. Armstrong, 1705 Clark av.
- 111—HOBOKEN, N. J., meet 1st Sun, 4:30 Fri. 11 a.m., Reinking's Hall, 127 Hudson st.
G. A. Slack, 1012 Park av.
C. A. Stevenson, 800 Washington st.
F. Jos. Nixon, 1 Hillary av., Morris-town, N. J.
- 112—DORPAIN, SCHENECTADY, N. Y., After Oct. 21st, 1906, meet alternate Sundays, 2 p.m., St. Paul's Temple.
Chris. Whamier, 120 Park Place.
G. Henry Hoppman, 16 Front st.
F. F. Dunning, 157 Barrett st.
- 113—OIL CREEK, OIL CITY, PA., meet 1st & 3d Sunday, 2:30 p.m., over Oil City Nat'l Bank, E. Elm & Center sts.
J. A. Kennedy, 301 W. Front st.
Wm. Agnew, 4 State st.
- 114—HOPE, LINDSAY, ONT., meet 2nd & 4th Sun. 2 p.m., Kent & Cambridge.
Geo. Nurser, Box 205.
T. Wilkinson, Box 206.
J. McMahon, Box 215.
- 115—OLENTANGY, COLUMBI, O., meet 2 Tuesday & 4 Wedn'y 2 p.m., Lyndon Bldg. cor. High st. and 5th av.
Geo. W. Simpson, 307 East Broad st.
C. T. E. Maloney, 219 E. Central av., Delaware, O.
C. O. Norton, 127 N. Union st., Delaware, O.
- 116—BARABOO, WIS., meet 1st & 3d Monday, 7:30 p.m., B. L. E. Hall.
Henry H. Tintaman, 321 4th st.
C. Thos. Williams, 318 First av.
L. E. Metcalf, 314 Ash st.
- 117—DENISON, TEX., meet every Saturday 2:30 p.m., O. R. C. Hall.
T. Z. Williams, 431 W. Herron st.
C. W. H. McCune, 405 W. Sears st.
L. Metcalf, 610 W. Chestnut st.
- 118—SEADIA, MO., meet 2d Sunday, 2:30 p.m., 4th Friday, 8 p.m., K. of O. Hall, over Seidl's Trust Co. Bldg.
C. E. Gamew, 1109 E. Broadway.
C. Wm. Rast, 413 E. 7th st.
F. Chas. Boyie, 1101 E. 10th st.
- 119—PARSONS, KAN., meet 1 & 3 Weds., 7:30 p.m., & 2 & 4 Sunday, 2:30 p.m., B. of L. E. Hall, 1816 Main st.
W. S. McCaskill, 518 N. 22d st.
C. Curtis Parsons, 250 Crawford av.
F. B. H. Hotchkiss, 1229 Clark av.
- 120—MINNEAPOLIS, MINN., meet 1st & 2d Sun., 2:30 p.m., A. O. U. W., hall, 15th & 17th st., So.
C. E. Barton, 1234 Mary Place.
C. F. A. Rodgers, 3840 Stevens av.
F. W. H. Mase, 46 N. 12th st.
- 121—ELDON, IA., meet 1st & 3d Sunday at 2 p.m., I. O. O. F. Hall.
A. C. Weygand, 1000 W. 2nd st.
C. M. Stanton.
E. H. Finney, Box 8.
- 122—HENRY CLAY CALDWELL, LITTLE ROCK, ARK., meet every Thursday 3 p.m., B. L. E. Hall, Chester and West Markham sts.
John O. Hays, 1006 W. 2nd st.
C. J. E. Mills, 912 North st.
F. Byron Schmelppfeng, 1420 W. 5th st.
- 123—OMAHA, NEB., meet every Monday eve, A. O. U. W. Hall, 110-12 N. 14th st.
John Glynn, 505 So 12th st., Council Bluffs, Ia.
Frank Smith, 1017 So 24th st.
F. Albert L. Johnson, 518 S. 10th st.
- 124—ST. LOUIS, MO., meet 1st & 3d Sun., 8 p.m., in Engineers' Hall, Nauau st.
John M. Johnston, Box 447.
Geo. A. Laird, Box 372.
Thomas Holmes, L. Box 21.
- 125—GEO. J. NICHOLS, N. FORD DE LAC, WIS., meet 1st Tuesday at 7:30 p.m., & 3d Sunday, 2:30 p.m., Railroad Hall, 2d Mahoney, 130 E. 2nd st., Fond du Lac, Wis.
C. Thos. L. Gre, 111 Center st.
F. Jas. A. Watson, 920 Michigan av.
- 126—DENVER, COLO., meet every Friday, 7:30 p.m., Masonic Temple.
W. H. Brown, 1557 F. Union st.
Geo. Morrell, 572 Kalamath st.
- 127—FT. WORTH, TEX., meet Fridays, 7 p.m., B. L. E. Hall, S. Rusk st.
J. L. Baker, Baird, Texas.
J. M. Dean, Box 335, Baird, Texas.
D. Hartman, 1010 Hand st., Brown-wood, Texas.
- 128—AYON, STRATFORD, ONT., meet 1st & 3d Sunday, 2 p.m.
Donald Ross, 235 Front st.
John Battley, 88 Perth st.
J. I. Moore, East st., Goderich, Ont.
- 129—BELLEVILLE, ONT., meet 1st & 3d Sunday, 2:30 p.m.
Thos. H. Marshall, Sta P. O.
H. La Voie, Station P. O.
J. W. Barlow, Station P. O., Box 64.
- 130—HUNTINGTON, W. VA., meet 1st & 4th Monday, & 2d Friday, 1 p.m., in Abbott Hall, 910 4th av. & 9th st.
W. A. Fructel, 1025 8th st.
A. F. Southworth, 1010 6th av.
- 131—WACHSSETT, FITCHBURG, MASS., meet 2d & 4th Sun. 12 m., G. A. B. Hall.
Frank W. Palmer, 17 Wood st.
E. J. Mulaney, 120 Myrtle av.
J. W. Abbott, Highland av. Ext'n.
- 132—RIO GRANDE, EL PASO, TEX., meet every Sat. 2 p.m., K. of P. Hall, Buckler Bldg.
G. P. Walker, Box 240.
G. M. Miller, 210 Mesa av.
G. R. Lees, Box 240.
- 133—CRESCENT, M'DONOUGHVILLE, IA., meet 1st & 3d Monday at 7:30 p.m., 2d & 4th Monday at 9:30 a.m., Gould Fire Co. Hall.
T. P. Higgins.
C. R. Engler.
- 134—REVIVAL, PALESTINE, TEX., meet every Friday, 10 a.m., Labor Hall.
Samuel Manley, 616 Lacy st.
- 135—YELLOWSTONE, FORSYTH, MON., meet every Wednesday, 2 p.m.
James Eckels, Lock Box 14.
H. L. Johnson, Box 33.
C. O. Johnson, Box 115.
- 136—MAGNOLIA, MOORE, MISS., meet every Monday, 2 p.m., Englin's Hall.
E. C. Smith, 117 N. 1st st.
J. G. Evans, Box 27.
- 137—SUSSET, SAN ANTONIO, TEX., meet Wednesdays, 9:30 a.m., Murray Hall, cor. 10th & Austin st.
W. F. Griffin, 1216 Avenue D.
C. N. G. Leap, 1220 N. Hackberry st.
- 138—LOOKOUT, CHATTANOOGA, TENN., meet 2 & 4 Sunday, 2:30 p.m., I. O. O. F. Hall, Market & Montgomery.
John Smith, 117 Mitchell Ave.
J. Pennebaker, 906 East Montgomery ave.
- 139—MARSHALL PASS, SALIDA, COLO., meet Mon. 2:30 p.m., K. of P. Hall.
Jas. Crockett.
Geo. E. Baldwin.
- 140—SAVANNA, ILL., meet 2d & 4th Monday, 2 p.m., B. L. E. Hall.
F. Williams.
F. H. Kiley.
O. H. Webber, 40 Chicago av.
- 141—TYLER, TEX., meet every Wednesday, 4 p.m., Woodmen's Hall.
J. D. Ridgway, 114 E. Valentine st.
M. M. Bartholomew, 308 E. Bow st.
- 142—FAIRG, S. DAK., meet 1st & 3d Sunday, 2:30 p.m., I. O. F. Hall, Roberts st. and 2d av.
J. C. Benedict, 212 10th N. Hall.
W. J. Ridley, 324 13th st., No.
- 143—PERRY, IA., meet 1st & 3d Wed., 2 p.m., A. O. U. W. Hall.
J. T. DeLand, 1703 3d st.
C. M. O'Laughlin.
B. H. Moore, Box 339.
- 144—PEARSON, RIVER DE LOI, P. P., meet 1st & 3d Sunday, 1:30 & 2d & 4th Friday, 19:30, English school house.
Eugene Ouellet.
C. Joseph Scott.
- 145—HARTFORD, CONN., meet 1st & 3d Sunday, 2:30 p.m., Comstock Hall.
H. Hartford, Conn.
Geo. H. Bill, 51 Marlborough st.
E. E. Bill, 331 Capen st.
F. Wm. G. Squire, East Hartford, Conn.
- 146—TEMPLE, TEX., meet every Wednesday, 2:30 p.m., I. O. O. F. Hall.
R. T. Fleming, 213 Central av.
C. J. J. Wagner, 504 S. 15th st.
C. A. Cahoon, 504 S. 7th st.
- 147—ATLANTA, GA., meet every Sunday 2:30 p.m., Red Men's Hall, Marietta and Alexander sts.
John A. Ray, 75 No. Spencer st.
Dalton, Ga.
C. E. Adams, Box 225.
J. H. Welch, 411 Luckiest.
- 148—PUT-IN-BAY, SCHLAGFIELD, OHIO, meet 2d & 4th Sunday, 2 p.m., Jr. O. A. M. Hall, 30 1/2 F. Main st.
O. J. Truitt, 604 Linden av.
F. J. Mills, 332 E. 1st.
- 149—SERRIA BLANCA, CHAMA, N. MEX., meet Mondays, 7:30 p.m., K. F. Hall.
R. Riddle.
D. M. Wright.
- 150—WIMBROX, NACON, GA., meet every Sunday, 2 p.m., I. O. O. F. Hall, Cherry st.
D. M. Moore, 124 Plant st.
J. L. Fickling, 713 2d st.
- 151—JUNCTION CITY, EAGLE GROVE, IA., meet 1st Sunday & 3d Monday, Masonic Hall.
Wm. J. Robinson.
Jno. McDonald, Jr., Box 683.
Geo. E. Howell, Kirkwood av.
- 152—STARRED PLAINS, BIGSPRING, TEX., meet every Sunday, 3 p.m., Fisher Hall.
C. A. Rahoup.
S. E. Ord.
L. T. Deats.
- 153—HIRON, S. DAK., meet 1st & 3d Sunday, 3 p.m., Masonic Hall, Dakota av.
E. E. Vance, 509 Utah st.
John Mills, 651 Beach st.
J. F. Doherty, 117 3d st.
- 154—QUEN CITY, CHANUTE, KAN., meet 1st & 3d Sunday at 1:30 p.m., in Mercantile Hall.
D. G. Parker, 602 So Highland av.
Frank Juleson, 21 East 8th st.
Ed Wall, 803 So Evergreen st.
- 155—PHENIX, BOWLING GREEN, KY., meet Mondays, 9:30 a.m., Covington Building, Main and Center sts.
Jos. Luber, 126 Main st.
J. M. Brightwell, 1247 Kentucky st.
R. B. Atkinson, 135 Woodford st.
- 156—MONTIC, PINE BLUFF, ARK., meet every Tuesday, 7:30 p.m., Redman's Hall, 4th and Pine st.
D. L. Anderson, 624 Georgia st.
C. P. Bond, 618 E. 2nd av.
- 157—CHAFFIN, WHITEHALL, N. Y., meet alternate Sundays at 12 noon, K. O. T. M. Hall.
D. F. Morrill, North Creek, N. Y.
W. J. Rivers.
John Nichols, I. Box 847.
- 158—FRIENDLY HAND, MONTPELIER, VT., meet 2d & 4th Mon. 2 p.m., I. O. O. F. Hall.
N. F. Gould, Box 500.
R. J. Luzzan.
- 159—GARFIELD, MARSHALL, TEX., meet alternate Thursdays, 1:30 p.m., K. of P. Hall.
L. J. Jordan, 307 W. Houston av.
W. H. Green, 520 East Burleson st.
- 160—RODDHOUSE, ILL., meet 1st & 3d Sunday, Odd Fellows Hall.
W. P. Strunk.
J. W. Utt.
J. W. Caser, North st.
- 161—HUNTINGTON, IND., meet every Sunday, 2 p.m., Engineers' Hall, Jefferson st.
Clinton Butler, 30 Henry st.
Wm. McClure, 80 S. Jefferson st.
- 162—WARSAW, SALT LAKE CITY, UTAH, meet 1st & 3d Thursday, 7:30 p.m., K. of O. Hall, 21 West 1st South st.
Abel Froese, 323 N. 4th West st.
C. Thos. J. Bait, 630 W. 8th, North st.
C. A. Standrod, 455 N. 3d West st.
- 163—CENTRAL CITY, SELMA, ALA., meet every Tuesday evening, at 7:30 p.m., in R. Y. M. C. A.
J. J. Thomas, 29 Florence st.
J. W. Green, 162 N. 1st st.
- 164—AMERICAN, CITY OF MEX., meet every Monday, 1:30 p.m., B. of L. E. Hall, 3a Marte 1203.
J. F. Barbour, 6a Guerrero 47.
J. F. Edmondson, care of Mexican National Santiago Shops.
J. H. Pengelly, care Mexican Nat'l Shops, Santiago, Mex.
D. F. E.
- 165—PADUCAH, KY., meet every Monday, 9 a.m., Campbell Building.
A. E. Mercer, 639 So. 13th st.
F. L. Duke, 214 N. 13th st., Paducah, Ky.
W. E. Everts, 420 E. 6th st.
- 166—CARROLL, FT. DOUGL, IA., meet 1st & 3d Sunday.
G. A. Haines, 1027 1st av. So.
B. F. Fox, Lock Box 125.
H. A. Deering, 121 3d and Haskell st.
- 167—WATERTOWN, N. Y., meet 2d & 4th Sunday, 2:30 p.m., K. of P. Hall, Room 53 Taggart Bldg.
S. F. Smith, 121 So Orchard st.
F. W. Smith, 152 N. Meadow st.
- 168—SHOSHONE, POCAHELLO, IDA., meet every Saturday, 2 p.m., in Masonic Temple.
M. Berham, 441 N. Arthur av.
L. D. Brown, Box 28.
- 169—QUEEN OF MIDLAND, MASON CITY, IA., meet 2d Sunday, at 10 a.m., and 4 Tues. at 2 p.m., Woodmen's Hall.
W. H. Tyson, 722 N. Madison st.
W. J. Pagenhart, 411 W. 12th st.
Jas. B. Gile, 422 West 10th st.

220—STEPHENSON, MERIDIAN, MISS., meet 1st & 3d Sunday, 2:30 p.m., B. of L. E. Hall, 25th av. and 5th st. H. W. Schlager, 4026 South st. O
A. S. Finch, 525 8th st. F
W. D. Calbreath, 519 4th st. I

221—JACK CHRISTIAN, CHICAGO, ILL., meet 1st and 3d Sunday, at 7:30 p.m. H. & H. Hall, 151 East Randolph st. Chas. M. Smith, 55 S. Albany av. O
Thos. J. Finn, 5616 Lafayette av. F & I

222—NATIONAL PARK LIVINGSTON, MONT., meet every Monday, 2 p.m. A. C. Wilson, 106 N. C. st. O
Geo. R. Pierce, 116 So. C. st. F
William Dean, 127 East Chinook st. I

223—WILLIAM GALLOWAY, HAGERSTOWN, MD., meet 2d & 4th Wednesday 7:30 p.m., 1st House Hall. J. A. McTaggart, 21 High st. O
W. N. Fleigh, 201 Elizabeth st. F & I

224—DE SOTO, TOPEKA, KAN., meet 2d & 4th Sunday 2 p.m., E. of P. Hall, 5th and Quincy sts. O
C. McGinnis, 816 Madison st. O
John N. Kelly, 311 West 12th st. F
Charles Jones, 517 Monroe st. I

225—CITY, UNION HILL, S. J., meet 1st Sat. and 3d Sunday, 8 p.m., Masonic Temple, cor. Fulton st. & Bergenline, Union Hill. James Koe, Fisher av., New Durham. N. J. O
Henry Grimm, 219 Second st., Weehawken P. O. F
Wm. H. Umpleby, 529 4th st., Weehawken P. O. I

226—COLLIER, PORTLAND, ORE., meet 2d & 4th Monday, 1:30 p.m., Davis Hall, Russell st. O
J. George, 161 Rodney av., Sta. B. C. A. E. Curtis, 173 Morris st., Sta. B. F & I

227—FORT SCOTT, KAN., meet every Monday at 2:00 p.m., W. O. W. Hall, So. Main st. W. B. Daniels, 422 West 5th st. O
C. D. Hanes, 117 N. Little st. F
J. T. Richardson, 206 S. Barbee st. I

228—TACOMA, WASH., meet every Sunday 9 a.m., in L. O. F. Hall, cor. 25th and East C sts. R. W. Copeland, 2706 East C st. O
W. H. Morris, 1019 E. Harrison st. F
L. Champlin, 912 E 32nd st. I

229—HOLSTON, KNOXVILLE, TENN., meet Mondays, 9 a.m., in French & Roberts Bldg., cor. Gay and Depot sts. C. A. Trainum, 1122 Stewart av. O
J. D. Bishop, 600 Richard st. F & I

230—POINT EDWARD, SARNA, ONT., meet alternate Thurs. 8 p.m., C. O. F. Hall, Front st. H. Spratt, 324 Russell st. O
James Copeland, 140 Farrow st. F
J. B. Wilson, Box 488. I

231—ALTOONA, WIS., meet 1st & 3d Sundays, 2:30 p.m. Stephen Keating. O
A. D. Brewer. F
J. O. Enockson, L. Box 241. I

232—J. H. COLLINS, ENNIS, TEX., meet 2d & 4th Mon. at 1 p.m., in K. of P. Hall. James Walker, N. Sherman st. O
R. F. Brumback, 1007 No. McKinney st. F & I

233—KAMINSKI, FORT WILLIAM, ONT., meet Nault Hall, Simpson st., 2d & 4th Tuesdays each month. Wm. Blannerhassett, 119 Brodie st. C
Hy Mills, 435 McKenzie st. F
A. McArthur, 130 Dean st. I

234—PORTING, N. Y., meet 1st & 3d Sunday, 3 p.m., Odd Fellows Hall, East Market st. I. L. Switzer, 31 E. Erie av. O
Wm. Brewer, 87 E. 3d st. F
Jesse Newell, 65 E 1st st. I

235—CHARLESTON, ILL., meet 2d & 4th Sunday, 2 p.m., B. L. E. Hall. C. E. Long, 305 Polk st. O
John Dariga, 254 5th av. F & I

236—EVANSVILLE, IND., meet 1st & 3d Friday, 7:30 p.m., over Evans Hall, 5th & Locust st. Robt. Skinner, 604 William st. O
Chas. Sansom, 1054 Cherry st. F
M. Hoffman, 305 Olive st. I

237—HALLIFAX, NOVA SCOTIA, meet 2d & 4th Sun., St. Marks Hall, Campbell rd. John Ross, 27 Russell st. O
James Stokall, 47 Campbell rd. F & I

238—JOHN HILL, ELKHART, IND., meet every Sunday at 3 p.m., B. L. E. Hall, 614 S. Main st. F
E. E. Smith, 1074 N. 5th st. O
James H. Calkins, 119 Division st. F & I

239—LEDYARD GREEN RAY, WIS., meet 1st & 3d Sunday, 2 p.m., K. P. Hall. J. A. Strathern, S. Kaukauna, Wis. O
L. S. Wandell, Box 29, S. Kaukauna, Wis. F
F. Brown, S. Kaukauna, Wis. I

240—ST. MARY, PA., meet 2d & 4th Sunday, 1:30 p.m., Hans 14d, Market Sq. R. E. Kruza, 113 Walnut st. O
C. C. Bowen, 232 S. 2nd st. F & I

241—RATON, NEW MEX., meet 2d Tues., 2:30 & 4th Tues., 7:30 p.m., Mendelsohn Block, Cook av. Frank Snell. O
S. T. Ruby, 424 So. 3d st. F
Geo. A. Norman, 414 So. 4th st. I

242—ARKANSAS VALLEY, NEWTON, KAN., meet 1st & 3d Mon. 1:30 p.m., K. P. Hall. Geo. H. Arnold. O
C. Linden C. Woodbury, 309 West 7th st. F
J. R. Translot, 305 W 5th st. I

243—GARDEN CITY, CHICAGO, ILL., meet 2d & 4th Sunday, 2 p.m., Metropolitan Hall, 44th av. and Harrison st. R. W. Kendall, 229 Congress st. O
H. M. Stetler, 217 Congress st. F & I

244—OIL EXCHANGE, SALAMANCA, N. Y., meet 1st & 3d Sunday at 2 p.m., in Grandall Hall. W. S. Putnam, room 21, Nies Bldg. O
Elmer N. Godfrey, 167 E. State st. F
D. D. Hall, 11 W. Weber av. DuBois, Pa. I

245—TISCARAWAS, DENNISON, O., meet 1st Sun. & 2d & 4th Tues., 1:30 p.m., K. of C. Hall, 4th and Center sts. Thos. C. Wright, 80 5th st. O
Edward Englehard, Box 253, Chicago. F
M. Cahaney, Box 31. I

246—MYRTLE, SAVANNAH, GA., meet 2nd & 4th Sun., 2:30 p.m., K. of P. Hall Barnard and York sts. J. W. Urquhart, 113 Huntington, W. C. O
A. Barnwell, 302 Bolton st. East. F
A. H. Lodge, 502 E. Henry st. I

247—ONOKA, MATCH CHUK, PA., meet 2d & 4th Sunday, 2 p.m., Hess Hall, E. Mauch Chunk, Pa. John H. Warz, 2d st., Lehighton, Pa. O
T. Lindemuth, 5th st. E. Mauch Chunk. F & I

248—MT. ROYAL, MONTREAL, CAN., meet 1st & 4th Sun., 2:30 p.m., Gareau's Hall, 243 Maisonneuve st., cor. St. Catherine st. East. W. Farley, 18 Mar. borough st., Hochelaga, P. Q. O
J. G. A. Brazear, 104 Aylin st., Hochelaga, P. Q. F & I

249—EASTON, PA., meet 2 & 4 Sunday, 1:30 p.m., 9th & Washington sts. R. W. West, cor. Iron & Nesquehoning. O
Wm. J. McHenry, 622 Valley av. F & I

250—ASHTABULA, O., meet 1st Mon. 7:30 p.m. & 3d Sun., 2 p.m., Hickock's Block, Main st. W. N. Hannister, 199 Prospect st. O
W. E. Boynton, 324 West st. F & I

251—HERINGTON, KAN., meet 2d & 4th Sun., 9 a.m., Odd Fellows Hall. J. P. Scott. O
A. M. Thompson. F & I

252—MISSOULA, MONT., meet 2d & 4th Sunday, 2:30 p.m., Odd Fellows' Hall. E. B. Quimby, 215 E. Railroad av. O
J. O. Anderson, 735 A. st. F
A. Butzerline, 605 Alder st. I

253—WILKESBARRE, PA., meet 2 & 4th Sunday, 2:30 p.m., G. A. R. Hall, So. Main street. W. H. McDonnell, 145 Madison st. O
Wm. J. Conway, 130 So. Grant st. F
Chas. M. McCrosen, 508 Hancock st. I

254—MESA, SAN MARCIAL, N. M., meet every Tuesday, 7:30 p.m. J. W. Lyons. O
Gus Leemann. F
T. O. Mossman, Box 83. I

255—PEE DEE, FLORENCE, S. C., meet Sundays, 3 p.m., Masonic Hall. W. G. Gentry, Box 464. O
J. L. Wyson, Box 121. F & I

256—GLADSTONE, MICH., meet 1st & 3d Sunday afternoon, Fraternity Hall, Delta av. Geo. N. Ward. O
Wm. C. Praiss. F & I

257—SWANNANOVA, ASHEVILLE, N. C., meet 2d Sun. 9 a.m., 4th Sun. 2 p.m. W. W. Pitts, 76 Park av. O
R. G. Handley, 357 W. Haywood st. F
H. H. Sullivan, 214 Patton av. I

258—ELKHORN, NORFOLK, NEB., meet every other Thursday, 2:30 p.m. Geo. E. Parker, R. F. D. No. 4. O
C. J. Hibben, 612 So. 3d st. F
Patrick Crotty, 1104 Cleveland st. I

259—LONG ISLAND, LONG ISLAND CITY, N. Y., meet 1st Wednesday, 11 a.m., & 3d Saturday, 8 p.m., Masonic Hall, 3d st. and Vernon av. Wm. Norrie, 74 5th av., White Stone, L. I. O
Jas. Mason, 146 DuPont st., Brooklyn, N. Y. F
Joseph Wohlafke, 80 Ray st. Jamaica, L. I., N. Y. I

260—NEEDHAM, KAN., meet every Monday, 7:30 p.m., Pierce's Hall. C. F. Jewell. O
C. G. Yehle. F
W. H. Dale. I

261—ALLIANCE, CLEVELAND, OHIO, meet 1st & 15th each month, 9:30 a.m., New Kentucky Post Bldg., 43 Madison av. R. H. Chalkley, 1625 Holman av. O
F. W. Robertson, 1566 Holman av. F
J. G. Green, 1307 Scott st. I

262—FAIRVIEW, ASILEY, PA., meet 1st & 3d Sun., 1 p.m., Donor's Hall, Main Frank Barkle, Hartford st. O
Thos. Cole, 22 Timpon st. F & I

263—CONNEAUT, O., meet 2 & 4 Sun., 2:30 p.m., B. R. T. Hall, Cleveland Bldg. John J. Rossett, 414 State st. O
W. J. Raynor, 617 Main st. F
Chas. Henry, 610 State st. I

264—SILVER BOW, S. H. TTE, MON., meet 1st & 3d Saturday, 7 p.m., Frost Hall Thos. Maile, Silver Bow, Mont. O
Chas. Fredrikson, 1114 California av. F & I

265—PENSACOLA, FLA., meet every Monday, 9:30 a.m., Odd Fellows' Hall. Thos. Muller, 1017 E. Garden st. O
W. H. Miller, 808 E. Wright st. F & I

266—SAN SLOAN, SCRANTON, PA., meet 2d & 4th Sunday, 2:00 p.m., Gurnsey's Hall, 314 & 316 Washington av. Thos. P. Gaynor, 611 N. Lincoln av. O
R. W. Cox, 302 Wyoming av. F
C. P. Aschelman, 1116 Rock st. I

267—WILLABETTE, PORTLAND, ORE., meet 1st & 3d Tuesday, at 11 a.m., Alley Bldg., 3rd & Morrison. F. J. Connolly, 458 E. 13th st. N. O
F. S. Crow, 260 E. 21st. N. F
Joe Kehoe, 180 E. 7th st. North. I

268—SILVER CITY, ARGENTA, ARK., meet every Wednesday, 8 p.m., Vogel's Hall. R. F. Bennett, 912 Poplar st. O
A. Maday, 217 W. 3rd st. F & I

269—PLEASANT VALLEY, DICKINSON, N. DAK., meet Sat., 7:30 p.m., B. L. E. Hall. C. D. Litch. O
W. T. Nickels. F
M. Drury. I

270—BRADFORD, PA., meet 1st & 3d Mon., 7:30 p.m., Newell Hall, Main & Webster sts. C. H. Alger, 109 William st. O
M. W. Nelson, 38 Miller st. F & I

271—VICKSBURG, MISS., meet 1st & 3d Sun., 2:30 p.m., over Vicksburg Bank. E. Y. Wilson, 1680 So. Rampart st. O
New Orleans, La. F
J. H. Garvey, 255 Bridge st. I
Edw. Garvey, 214 Grammar st. F

272—E. RICHARDSON, ALBION, PA., meet 2d & 4th Mon. afternoon L. O. F. Hall. J. A. Gordiner. O
Lambert O'Connors. F
S. W. Brown, 307 Walker av., Butler Pa. I

273—LELAND STANFORD, WT. OAKLAND, CAL., meet Wednesday, 7:30 p.m., Masonic Hall, Peralta st., between 7th & 8th sts. J. A. Sullivan, 1316 Spruce st., Berkeley, Cal. O
E. C. J. Ralston, 1171 Poplar st., Oakland, Cal. F
J. H. Taylor, 944 Chestnut st., Oakland, Cal. I

274—TYGART VALLEY, GRAPTON, W. VA., meet Tuesdays, 7:30 p.m., K. P. Hall. W. S. Phillips, 514 Walnut st. O
Geo. A. Deck, 344 W. Washington st. F & I

275—SAWNOTH SPRINGS, TRAYER, MO., meet every Mon., 2 p.m., L. O. F. Hall. L. J. Baker, Box 248. O
Jacob Myers, Box 256. F
W. B. Holmes. I

276—GRAND RIVER VALLEY, GR. RAPIDS, MICH., meet 1st & 3d Sunday, 2 p.m., B. L. E. Hall, Walsh Bldg. S. Division. O
O. O. Richards, 259 7th av. F
E. W. Richmond, 104 1st av. F & I

277—JERRY C. BURLEY, ALTOONA, PA., meet 1st, 3d & 4th Sunday, 2 p.m., Pythian Hall, Steble Bldg. 11th av., between 11th and 12th sts. J. W. Fluke, 1029 7th av. O
A. F. Anzman, 1918 W. Chestnut av. F
W. H. Stahl, 500 11th st. I

278—G. A. WINSLOW, E. SYRACUSE, N. Y., meet 1st & 3d Monday, 7:30 p.m., Masonic Hall, Manlius st. O
Arthur Vantyne. F
J. H. DeSails, Box 440. F & I

- 290—VINCENNES, WASHINGTON, IND., meet 1st & 3rd Sunday, 2:30 p.m., W. Walnut st., Fire Station.
Byron Robinson, 900 W. Main st.
R. A. Robinson, 908 W. Main st.
F. L. Nimmich, 1306 W. McCormick av.
- 291—SEABOARD, W. SUPERIOR, WIS., meet 1st & 3rd Sunday, 2:30 p.m., Maryland Hall.
D. F. Lantry, 1111 Cummings av.
M. T. Osborn, 1305 Harrison st.
- 292—PETERSBURG, CREWE, VA., meet 2nd & 4th Sunday, 2:30 p.m., Masonic Hall.
P. J. Crannis, Box 41.
T. J. Collings.
J. M. Kidd.
- 293—UNITED, MIDDLETOWN, N. Y., meet 1st Sun, 10:30 a.m., & 3d Sun, 2 p.m., Macabee Hall, 55-57 North st.
Chas. Tierney, 27 Broadway.
John Dunham, 433 North st.
M. J. Quinn, 16 Albert st.
- 294—KEYSTONE, ALLEGHENY, PA., meet 2d Sunday, at 2:30 p.m., & 4th Monday, 9:30 a.m., Penn. av. and Bidwell st.
F. Johnston, 103 Laurel av., Ben Avon, Pa.
G. R. Fletcher, 1414 Chartier st.
J. W. Keys, 600 11th st., Beaver Falls.
- 295—FORT DEARBORN, CHICAGO, ILL., meet 2d Monday, 1 p.m., & 4 Sunday, at 8 p.m., W. La Salle & Francisco sts.
John J. Dwyer, 55 N. California av.
Chas. L. Grice, 1166 N. 54th av.
F. V. Putnam, 1388 Fulton st.
- 296—PARKDALE, TORONTO JUNC., ONT., meet 1st Sun, & 3d Mon. at 1:30 p.m., St. James Hall, Dundas & Pacific av.
A. Scruton, 58 Mackenzie Crescent, Toronto, Can.
W. B. Carruthers, 29 Law st.
J. Neilson, 45 Pacific av., West Toronto, Ont.
- 297—LOMAIA, O., meet 1st & 3d Sunday, 2 p.m., 2d & 4th Mon. 9 a.m., K. of P. Hall, Penfield av., opp. Brass Works.
R. W. Bair, 214 Woodland av.
C. G. W. Nicholson, 232 Charles st.
- 298—GREEN BAY, WIS., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Duchateau Block, Main st.
Geo. Sheglin, 134 N. Oakland av.
R. H. Thompson, 538 So. Maple av.
F. H. Deguire, 800 Crook st.
- 299—W. L. SCOTT, ERIE, PA., meet 2d & 4th Sun, 1:30 p.m., 1230 State st.
S. B. Northrup, 831 W. 11th st.
S. H. Fletcher, 938 E. 21st st.
H. L. Milner, 702 East 2d st.
- 300—D. H. NICHOLS, AMARILLO, TEX., meet every Sun, 8 p.m., Union Hall.
C. E. McClure, 206 Johnson st.
E. P. Cooley, 602 Garden av.
Rowell, N. M.
Henry C. Lewis, 900 Lincoln st.
- 301—LAKE MICHIGAN, MICHIGAN CITY, IND., meet 1st & 3d Sunday, 2 p.m., I. O. O. F. Hall.
P. J. Crowe, Washington st.
C. James Malqueen, Michigan st.
W. E. Precious, 112 Cedar st.
- 302—CENTRAL, ROANOKE, VA., meet 2d Sun, 1:30 p.m., & Mon. 9:00 a.m., except Mon. following 2d Sun., Red Men's Hall, cor. Campbell av. & Henry st.
W. L. Ranson, 1112 Patterson av. S. W.
R. L. Evans, 522 6th av. S. W.
- 303—LAKE, CHICAGO, ILL., meet 2d & 4th Saturday evenings, Schell's Hall, Wentworth av. and 51st st.
Wm. H. Logan, 6934 E. 51st st.
C. Geo. Bodley, 629 W. 55th st.
T. Lowe, 4437 Princeton av.
- 304—ISRAHAAM, CHADRON, NEB., meet 2d & 4th Sunday, 2 p.m., Masonic Hall, Main st.
C. Henry Steen.
C. Fred Sharpe.
Wm. M. Cooley, L. Box St.
- 305—LESTER ADAMS, SAGINAW, MICH., meet 1st & 3rd Sun., Lester Adams Hall.
Frank McGarry, 1106 Carroll st.
C. F. G. Hawsell, 538 S. Weadock av.
F. Robt. Reid, 613 N. Second st.
- 306—W. J. HILL, HALLSTEAD, PA., meet 1st Saturday, 8 p.m., & 3d Sunday 1:30 p.m., Cuneo Hall, Main st.
C. T. McCormack, Box 89.
C. Frank Tingley.
Byron Tanner.
- 307—CRESTLINE, O., meet 1st & 3d Monday, 1:30 p.m., Firemen's Hall, Jenner's Bk.
Chas. Burnett.
H. E. Cotner, 312 Columbus st.
S. Brandt, Columbus st.
- 308—GABRIEL, SAN ANTONIO, TEX., meet every Wed., 2:30 p.m., Galliger's Hall, 1612 W. Commerce st.
E. E. Hammond, 1720 W. Commerce st.
C. S. S. Crowe, 1719 W. Commerce st.
S. A. Jones, 1015 Lakeview av.
- 309—NIPADILL, N. HAY, ONT., meet 1st & 3d Mon. 2 p.m., B. of L. E. Hall, Main st. Wm. Hallendale.
C. T. W. Turner, Box 301.
Jas. T. Lindsay, Box 380.
- 310—ORANGE BELT, JACKSONVILLE, FLA., meet 2d & 4th Sun. 10 a.m., Foresters Hall, 12 E. Bay st.
R. M. Sparkman, 23 W. Third st.
C. J. F. Thompson, 455 Winter st.
- 311—THOMAS J. THIECK, DERRY STA. PA., meet 2d Sun, 2 p.m., & 3d Tues., 7:30 p.m., Odd Fellows Hall.
W. G. Gibson.
C. Wm. Ramsay.
F. Daniel Brown, Chestnut st.
- 312—GARDNER R. COLBY, BINGHAMTON, N. Y., meet 2d Sun, 2:30 p.m., & 3d Sun, 7:30 p.m., I. O. O. F. Hall, 29 N. Shengango st.
A. D. Grant, 28 Doubleday st.
C. J. Watson, 11 Doubleday st.
- 313—OLD COLONY, BOSTON, MASS., meet 2d Sunday 10 a.m., & 4th Sun. 2 p.m., Putnam Hall, 1165 Tremont st.
J. A. Powell, 93 Williams av., Hyde Park, Mass.
C. P. Shufelt, 5 Walpole, Mass.
F. Stephen, Gotham, 424 Whipple st.
Fall River, Mass.
- 314—SEBOWICK, MONTEVIDEO, MEX., meet 1st & 3d Sunday, 2:30 p.m., A. O. U. W. Hall.
Patrick Croak.
R. K. Starr.
Fred Tydemann.
- 315—SEASIDE, ROCKY MOUNT, N. C., meet every Sun, 11 a.m., Masonic Temple.
W. H. Houston.
L. D. Bullock, Box 76.
- 316—CLINTON, ILL., meet every Sunday, 2 p.m., in Engineer's Hall.
F. Gallagher.
Titus Hincheliff, 915 E. Main st.
Chas. L. Zanies, 105 E. Clay st.
- 317—HAZLETON, PA., meet 2d & 4th Sun. 1 p.m., Union Hall, N. Wyoming st.
Ed. W. Lindemuth, 29 N. Cedar st.
C. Jas. Goynes, 102 N. Cedar st.
Oscar Kleckner, 639 N. Laurel st.
- 318—ROBERT ANDREWS, ALEXANDRIA, VA., meet 1st & 3d Sunday, 2 p.m., Potomac Lodge, I. O. O. F., Columbus st., bet. Cameron and Queen sts.
H. C. Linn, 394 14th st. N. W., Washington, D. C.
H. S. Brown, 1013 King st.
- 319—FOREST CITY, CLEVELAND, O., meet 2d & 4th Sunday, 1:30 p.m., Merrill's Hall, 539 Pearl st.
A. W. Cotton, 2945 W. 98th st. N. W.
L. W. Kunkel, 1471 Wagar av. Lakewood, O.
A. Cummings, 2977 Fulton Rd. S. W.
- 320—WASGONG, CHATLEAT, ONT., meet every Monday, 2 p.m., over Public Library Hall, Beach st.
J. A. Rathwell.
James D. Adam.
A. R. Lander.
- 321—KATLOOTS, VANCOUVER, B. C., 2nd Mon. and 4th Fri., at 20 o'clock, O'Brien's Hall, Homer st.
Robt. Mee, 618 Homer st.
C. Jas. Foster, 888 Seymour st.
F. A. E. Solloway, 1124 Burrard st.
- 322—MAX NATHAN, MANCHESTER, VA., meet 2d & 4th Monday, Toney's Hall, 11th & Hull st.
W. A. Vian, Keyesville, Va.
T. N. Durrie, 3016 Fairmount av., Richmond, Va.
J. E. McAllister, West Point, Va.
- 323—KASKATCHEWAN, MEDICINE HAT, ALBERTA, CAN., meet 1st & 3d Wed., Masonic Hall.
Wm. Johnston.
F. Ferguson, box 414.
H. C. Cooper, 383 Esplanade.
- 324—STARBUCK, ALGUSTA, GA., meet 2d & 4th Sunday, 9 a.m., A. P. A. Hall, cor. Broad & McIntosh St.
R. L. Palmer, 403 Telfair st.
Geo. J. Fierence, North Augusta S. C.
H. T. Davidson, 1016 Ellis st.
- 325—BEAR LAKE, MONTPELIER, IDAHO, meet 1st & 3d Sat., 7 p.m., B. L. E. Hall.
Benj. Fitzpatrick.
C. Wm. Roberts.
Frank Hutchins.
- 326—ANDREW CARNEGIE, WILKINSBURG, PA., meet alternate Sundays, 2 p.m., Odd Fellows' Hall, 735 Penn. av.
S. S. McIntyre, 3317 Ridge st., Pittsburgh, Pa.
J. C. McClelland, 722 Mt. Vernon st., Pittsburgh, Pa.
J. L. Dailey, Broadway & Piteclair, Pa.
- 327—OUACHITO, MONROE, LA., meet 1st & 3d Sun, 1:30 p.m., Eagles Hall, New Opera House.
R. Monk, 101 S. Fourth.
P. S. Mulheal, 530 St. John st.
J. W. Doyle, 402 Layton av.
- 328—BRIDGE AND TUNNEL, ST. LOUIS, MO., meet 1st & 3d Saturday, 7:30 p.m., and 4th Sunday at 8 a.m., at Oriental Hall, Jefferson av. & Adams.
C. H. Long, 8626 Oste Brilliant av.
H. A. Walter, 2201 Euclid st.
- 329—DEFEW, B. F. F. O., N. Y., meet 1st & 3d Wednesday, 8 p.m., 1335 Swan st.
J. Brennan, 70 Richmond av.
C. Valentine Galliesdorfer, 908 Filmore av.
- 330—FRIENDSHIP, YOUNGSTOWN, OHIO, meet 2d & 4th Sun, 2 p.m., & 8 p.m., at St. John Hall, 22 W. Federal st.
W. J. Reese, 214 Holmes st.
J. E. Farrell, 200 Custer av.
- 331—GREEN MOUNTAIN, ST. ALBANS, VT., meet 2d & 4th Sunday, 2:30 p.m., B. of L. E. Hall, 142 Main st.
A. McConnell, 80 E. Elm st.
J. E. Richardson, 10 Edward st.
F. Geo. E. Taylor, 11 Upper Weldon st.
- 332—SEABOARD, FORTSMOUTH, VA., meet 1st & 3d Sun, 2 p.m., in Knights of Columbus Hall, 302 & 304 High st.
M. G. Diggs, Washington & County.
W. M. Moore, 200 Erie st.
- 333—GABRIEL, MONTGOMERY, ALA., meet every Sunday, 11 a.m., I. O. O. F. Hall, Court Square.
O. J. Leuch, 238 Martha st.
P. H. Murphy, 428 Bell st.
J. C. McLain, 626 Columbus st.
- 334—W. F. REED, ST. PAUL, MINN., meet 2d Monday, 4th Sun. 2 p.m., State and Robie sts.
R. E. Kennedy, Mantorville Dodge Co., Minn.
H. Baesler, 77 E. Isabel st.
- 335—P. M. HEART, COLUMBIA, O., meet 2d & 4th Sunday, 2 p.m., Lyndon Blk High st. and 5th av.
Thos. Kennedy, 183 E. 7th av.
W. P. King, 200 E. 7th av.
- 336—TAMMANT, CONCORD, N. H., meet 1st & 3rd Sun., 4 p.m., B. of L. E. Hall, 80 N. Main st.
C. H. Straw, 64 Warren st.
J. P. Callahan, 29 Percival st.
G. H. Morey, 23 Broadway.
- 337—T. F. DISAWAY, OSAWATOMIE, KAN., meet Sun., 2:30 p.m., I. O. O. F. Hall, Geo. Punahon.
C. W. Cook, Box 846.
- 338—GARRITT ROGART, JUNCTION, N. J., meet 2d & 4th Sun, 2 p.m., Wells Hall.
F. S. Hughes.
C. F. Adams, box 624.
- 339—RACKINAW, RAY CITY, W. S. MICH., meet 2 & 4 Sun., 9:30 a.m., B. of L. E. Hall, Main st.
E. B. Ketchum, 510 N. Main st.
Thos. L. Carow, 509 N. Erie av.
Sta. A.
Wm. E. O'Hare, 709 N. Walnut st.
Sta. A.
- 340—OAK CITY, RALEIGH, N. C., meet 1st & 3d Sun. 2:30 p.m., and 2 & 4 Saturday at 8:30 p.m., Odd Fellows' Hall.
W. A. Faison, 17 W. Jones st.
C. H. M. Reece, 407 E. Jones st.
H. J. Heilitz, 501 E. Polk st.
- 341—JENNINGS, CHARLESTON, S. C., meet 2d & 4th Sunday, 3 p.m., Irish Volunteers Hall, King st.
H. G. Sensesner, 199 Spring st.
C. H. Hurn, 49 Spring st.
- 342—MISSING LINK, WOODSTOCK, N. R., meet 1st & 3rd Sunday, at 2 p.m., in Young's Hall, Main st.
Harrie F. Currie, Box 50.
A. G. McGibbon.
W. H. Saunders, Box 307.
- 343—DIAMOND STATE, WILMINGTON, DEL., meet 2d & 4th Sunday, 1:30 p.m., Red Men's Hall, 515 Shipley.
R. W. Harrison, 618 Van Buren st.
C. F. D. Mount, 12 W. 18th st.
W. H. Reindell, 1111 West 8th st.
- 344—HUNTINGBURG, PRINCETON, IND., meet 1st & 3d Sunday, 2 p.m., Union Hall, South Main st.
D. S. Shinn, 305 So. Gibson st.
T. J. Mullien, 725 So. Gibson st.
Jas. Buchanan, 619 S. Gibson st.

344-WELLINGTON, N.S., meet every Thursday 1 p.m., B. of L.E. Hall.
H. E. Hansen, 502 S. E. St.
S. H. Harner, 502 S. E. St.
John G. Beard, 224 E. Lincoln av.
345-OLKIN, A. V., meet 1st Sunday at 2 p.m., 3d Sunday at 7:30 p.m., Eagles Hall, Union and State sts.
Wm. H. Rodgers, 297 N. 5th st.
J. C. Hamilton, 307 1/2 N. Union st.
J. H. Kane, 728 N. Union st.
346-MORTON, K.A.S., meet 2d & 4th Sunday at 7:30 p.m., K. of P. Hall.
O. B. Killmer, L. Box 377.
R. M. Farnham, Box 299.
Daniel Hill, L. Box 324.
347-OFFER CREEK, R. I. AND V., meet 1st & 3d Sun. W. R. C. Hall, Merch' Row
J. P. Sullivan, 75 Cleveland av.
C. F. Dennis, 21 Pine st.
O. S. Wardwell, 33 Elm st.
348-NEW LONDON, CONN., meet 1st & 3d Sunday, 10:30 a.m., 16 State st.
F. A. Batch, Westerly, R. I.
F. C. Bosworth, 180 Oak av.
349-ZEATH, ST. PAUL, MINN., meet 1st & 3d Sunday, 2:30 p.m., I. O. O. F. Hall, Reaney and 7th sts.
C. J. Miller, 609 Beaumont st.
C. G. Heller, 1596 Grand av.
350-WILLIAM, L. FOX, FOXBURG, PA., meet 2d & 4th Sun. 3 p.m., I. O. O. F. Hall.
Wm. Rees, 1000 1/2 N. 1st st.
J. E. McAvoy, 1000 1/2 N. 1st st.
A. L. Butler, 1000 1/2 N. 1st st.
351-FLICKER, SHENANDOAH, VA., meet 2d Sunday, 1:30 p.m., and 3d & 4th Sunday, Odd Fellows' Hall.
J. B. Shultz, 1000 1/2 N. 1st st.
H. D. Dorrance, 1000 1/2 N. 1st st.
E. H. Long, 624 W. Franklin st.
352-UNITED LINK, MARTINSBURG, W. VA., meet Mondays, 2 p.m., K. P. Hall over People's National Bank.
F. L. Brown, 518 N. Queen st.
J. A. Bowers, Queen and John sts.
353-GEORGE W. CHILDS, W. PHILADELPHIA, PA., meet every Thursday, 7:30 p.m., Landes Hall, N. W. Cor. 63d & Woodland ave.
P. J. Fitzgerald, 5543 Woodland av.
J. O. Pearson, 6014 Yocum st.
John I. Way, 411 S. Broome st., Wilmington, Del.
354-KANSAS, ILL., meet 1st & 3d Monday, 2 p.m., Arcade Hall.
R. C. Ames, 350 Harrison av.
Bruce Walker, 300 Dearborn av.
G. K. Simmons, 300 Dearborn av.
355-ALBERTA, CALGARY, ALBERTA, CAN., meets 2d Saturday 14 o'clock & 4th Friday 10:30 o'clock, Nollan's Hall.
Wm. Pullar, 325 12th av. East.
W. J. Coleman, 421 12th av. East.
Hector Fitzgerald, 502 12th av. East.
356-BELLEVILLE, MINN., meet 2d Sunday, 7:30 p.m., & 4th Sunday, 2 p.m., in K. F. Hall.
F. A. Woodford, 1000 1/2 N. 1st st.
John J. McCabe, L. Box 336.
Ole Anderson, Box 718.
357-S. MINNEAPOLIS, MINN., meet 1st & 3d Sunday, 2 p.m., A. O. U. W. Hall, Bloomingington and Franklin avs.
D. W. Lewis, 2236 Chicago av.
F. R. Humphrey, 2122 Cedar av.
Geo. W. Vore, 1532 E. 11th st.
358-GERCITY, DAYTON, O., meet 2d & 4th Sun. 2 p.m., B. L. E. Hall, Jefferson st.
Wm. S. Phares, 2247 E. 3d st.
M. P. Hoban, 128 Torrence st.
F. E. Fairman, 2628 E. 3d st.
359-SCHENK, DAYTON, O., meet 2d & 4th Sat., K. P. Hall, Cherry Cedar sts.
W. J. Rooney, 404 N. Washington st.
F. R. Farley, 503 Vernon st.
J. J. Watkinson, 602 East Locust st.
360-WATSON, MASSILLON, O., meet every Sunday, 1:30 p.m., 3d Floor Wildersee Bldg., 7 W. Main st.
A. J. Siler, 82 Park st.
C. A. Bottorff, Randall st.
W. C. Jones, 24 Albright st.
361-NEW ALBANY, IND., meet 2d & 4th Sun. & 1st & 3d Mon., 2:30 p.m., NW. Cor. Pearl & Market sts.
Chas. E. Sogus, East 8th st.
J. F. Kurfess, 215 E. Elm st.
362-GRAND RONDE, LA GRANDE, ORE., meet 1st, 2d, 3d Tuesday & last Sun. 2 p.m., K. P. Hall.
F. E. Holm, Box 301.
Henry Henson, Box 356.
C. M. Humphreys, 1108 O av.
363-HANGING ROCK, SOMERSET, KY., meet 1st & 3d Tues. 7:30 p.m., & 2d & 4th Tues. 2:30 p.m., K. of P. Hall, South Side.
Wm. O'Donnell, 1000 1/2 N. 1st st.
J. A. Williams, 1000 1/2 N. 1st st.
J. G. Dittman, 1000 1/2 N. 1st st.

364-WICHITA, KAN., meet every Mon., 7:30 p.m., S. of H. Hall, 301 S. Main st.
W. A. Thompson, 1326 N. Topeka av.
T. S. Haden, 414 Riverview st.
Mort Stewart, 700 N. Waco av.
365-ADAIR, LOUISVILLE, KY., meet 2d Sun. 9:30 a.m., 4th Mon. 2 p.m., cor. 4th and Pts. So.
Geo. L. Thrig, 1703 Scott st., Covington, Ky.
F. J. Lagrange, 25.0 3d st.
J. P. McKenna, East Washington st.
366-SAN JACINTO, HOUSTON, TEX., meet Monday, 2 p.m., K. P. Hall, 5 Ward.
Chas. Thompson, 1119 Elysian st.
J. F. Emery, 818 McKee st.
A. Delhamme, 1717 Brooks st.
367-W. P. HALLSTEAD, SYRACUSE, N.Y., meet 1st & 3d Sun. 10:30 a.m., Raimond Bldg., cor. Seymour and Oswego sts.
W. Martin, 1115 W. Onondaga st.
H. J. Copenhall, 106 Merriman av.
E. W. Dodd, 630 West Onondaga st.
368-GATE CITY, ATLANTA, GA., meet every Sunday, 2 p.m., Kizer Law Building, Pryor and Hunter sts.
G. D. Kitchens, 499 So. Pryor st.
C. W. L. Simmons, 234 W. 3d st.
F. K. E. Williams, 46 E. Georgia av.
369-ORIENTAL, ST. PAUL, MINN., meet 2d and 4th Sunday, 7:30 p.m., Masonic Hall, Payne av. & Wells st.
John Collins, 653 Burr st.
C. O. Howe, 469 Whitall st.
Wm. Neitge, 628 Bates av.
370-N. S. BROWN, PITTSBURG, PA., meet 2d Sun. 2:30 p.m., & 4th Tuesday 2:30 p.m., Baker's Hall, Elizabeth st. and Second ave.
Jacob Hudson, 240 Winston st.
J. F. Willis, 527 Lafayette st.
371-MOUNTAIN, EAST LAS VEGAS, N.M., meet every Tuesday, 10 a.m., Jr. O. W. M. Hall.
J. H. Lowe, 906 Gallinas av.
Lee Wright, 910 Gallinas av.
L. P. Lysker, 818 W. Prince st.
372-MELLES, FOND DU LAC, WIS., meet 2d & 4th Sunday 2:30 p.m., Foresters' Hall, 68 S. Main st.
H. E. Hoffman, 68 Wisconsin av. N.
J. F. Freenor, 82 W. Division st.
373-W. A. ROEBLING, TRENTON, N. J., meet 2d & 4th Sunday, Arcade Hall, 15 E. State st.
H. M. Ayres, 20 Wilkinson pl.
M. J. Shelly, 408 Monmouth st.
374-EASTERN SHORE, DELMAR, DEL., meet 1st & 3d Sun., 3 p.m., Elliott's Hall.
John H. Powell, 1000 1/2 N. 1st st.
A. Brewington, 1000 1/2 N. 1st st.
375-OLD DOMINION, SPENCER, N. C., meet every Monday, at 10:30 a.m.
D. A. Beaver, 808 S. Fulton st., Salisbury, N. C.
C. B. Reynolds, Box 28.
376-LEHIGH, LEHIGHTON, PA., meet 1st Mon. 7:30 p.m. and 3d Sun. 1:30 p.m., Rector's Hall, 68 S. Main st.
Harvey Hough, Box 135.
Benj. Bartolet, Box 181.
Amandus Rehlig, Box 716.
377-ST. LAWRENCE, OGDENSBURG, N.Y., meet 2d & 4th Sunday, 2:00 p.m., I. O. F. Hall.
P. J. Murray, 312 Ford st.
E. L. Marney, 107 Green st.
L. Williams, 78 Patterson st.
378-SETTLETON, SPRINGFIELD, MO., meet 1st & 3d Tuesday, 2 p.m., Odd Fellows Hall, Boonville st.
H. S. Gary, 389 E. Locust st.
D. A. Woodruff, 1346 Texas st.
379-ASHLAND, WIS., meet 2d & 4th Sun. 2 p.m., Fiftieth Bk. Vaughn and 2d.
H. C. Perkins, 1001 Ellis av.
John Meeks, 911 Frontview av.
A. Taylor, 1106 E. Ellis av.
380-SAYRE, PA., meet 2d & 4th Sun. 1:30 p.m., P. O. S. of A. Hall, Elmer Block, Burney Wellor, 308 So. Withor av.
Miles A. Ellis, 318 S. Withor av.
F. A. Ellis, 115 Hospital Place.
381-RIDEAU, SMITH FALLS, ONT., meet 1st & 3d Tues. 1:30 p.m., B. of R. T. Hall.
A. G. Box, 1000 1/2 N. 1st st.
John D. Hayes, Box 181.
Alphonse Tanguay, 1000 1/2 N. 1st st.
382-ELECTRIC CITY, BUFFALO, N.Y., meet 2d Tues. 3 p.m., 4th Sun. 2 p.m., Wagner's Hall, Eagle & Jefferson.
W. J. Miner, 334 Eagle st.
F. S. Fernandez, 246 Laurel st.

383-NEEDLES, CAL., meet every Wednesday 2 p.m.
Thos. E. Gallagher, 1000 1/2 N. 1st st.
W. Hapham, Box 295.
384-VAN WERT, O., meet 1st & 3d Sunday, Union Hall, Wash'g't'n & Water R. J. Wilson, 111 N. Shannon st.
A. W. Scott, 232 W. First st.
Wm. E. Marsh, 208 So. Wall st.
385-MIDLAND, COLORADO CITY, COLO., meet every Mon. 7:30 p.m., I. O. F. Hall.
O. R. Sell, 1405 Lincoln av., Colorado Springs, Colo.
T. J. Callahan, 210 S. 18th street, Colorado Springs, Colorado.
D. J. Swisher, 1000 1/2 N. 1st st.
386-TORRIGREE, BIRMINGHAM, ALA., meets 2d & 4th Sundays, 2:30 p.m., Red Men's Hall 197 1/2 First av.
Jos. Houppert, 140 N. 19th st.
D. H. Badgley, 1615 Mamie av.
387-W. JERSEY, CAMDEN, N.J., meet 2d & 4th Sun., 10 a.m., Welcome Hall, 104 Broadway.
O. H. Brenn, 202 N. Pearl st., Bridgeport, N. J.
Riley Van, 62d N. 2d st.
John A. Cashman, 442 So. 6th st.
388-LALMERE, QUEREQ, P. Q., meet 1st & 3d Sunday, 123 St. Joseph st., St. Roch.
Wm. LeBlanc, 185 Crown st.
A. Beaudry, 165 LaLiberte st.
389-L. S. COOK, FREMONT, NEB., meet 2d & 4th Sunday, 2 p.m., Central Block, cor. 6th and F sts.
W. N. Fischer, 430 Platte av.
W. L. French, Box 760, Missouri Valley, Ia.
C. O. Conner, 720 E. Military av.
390-CITY OF WINDSOR, WINDSOR, ONT., meet 2d & 4th Tues., I. O. F. Hall, Davis Bk., Sandwiche st.
Jas. McCarvay, 73 Asumption st.
D. Lanspore, 19 Louis av.
G. H. Richardson, 59 Aylmer av.
391-SANTA FE, FT. MADISON, IA., meet 1st & 3d Sun. 2:30 p.m., Peck st. and Santa Fe av.
D. W. Daley, 2101 Des Moines st.
C. S. Stoner, 322 Webster st.
T. J. Hill, 2919 California st.
392-MIK RIVER, HAYRI, MONT., meet 1st & 3d Sun., 2 p.m., Chestnut O.
Ed. W. Burke, 1000 1/2 N. 1st st.
Jas. Lennahan, 1000 1/2 N. 1st st.
F. W. Riordon, 1000 1/2 N. 1st st.
393-GRAND RIVER, KANSAS CITY, MO., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Shufeldt St.
David Watson, 714 Bennington av.
E. W. Crockett, 506 Denver av.
H. W. McKinlay, 624 Fuller av.
394-P. H. PECK, CHICAGO, ILL., meets 2d & 4th Sunday, 10:30 a.m., Auburn Hall, 79th st. & Lowe av.
Jas. O'Connell, 306 Union av.
C. Robert A. Shepherd, 745 Union av.
F. H. C. Ranch, 789 Normal av.
395-MISSAHE, DULUTH, MINN., meet 2d & 4th Sunday, 1:30 p.m., Columbia Hall, 2th av. West & Superior sts.
Geo. H. Craig, 1812 W. 3d st.
H. H. Scobie, 305 W. 3d st.
J. A. Cullen, 913 Park Place.
396-L. W. PARK, ARGENTINE, KAN., meet 1st & 3d Sunday, 2 p.m., K. P. Hall.
Fred Osborn, 14 So. King st.
C. M. Riddell, 543 Strong av.
397-E. W. HAYES, BEATRICE, NEB., meet 2d & 4th Sunday, 2:30 p.m., K. P. Hall.
S. B. Ayers, 815 N. 5th st.
M. W. Van Arman, 140 Grant st.
Noah Clark, 716 High st.
398-DEWEY, SAN BERNARDINO, CAL., meets 2d & 4th Tuesdays, 7:30 p.m., I. O. F. Hall.
J. F. McFarland, 150 H st.
F. W. Park, 408 F st.
W. R. McNeil, 216 Mt. Vernon av.
399-PUGET SOUND, SEATTLE, WASH., meet 2d & 4th Sunday, 7:30 p.m., Foresters' Hall, 123 1/2 First av.
Edward M. Potts, 831 15th av.
Jas. J. Grant, 1046 Main st.
400-MT. CARROLL, ILL., meet 1st & 3d Sunday, 2 p.m., 2nd & 4th Monday, Engineers Hall, cor. 3d & Main.
H. W. Baldwin, 92 Cherry st.
M. C. Davis, 613 Market st.
401-JOS. H. SANDS, ROYALSOKE, VA., meet 1st & 3d Sun., at 2:30 p.m., I. O. O. F. Hall, Jefferson st.
H. S. Gorman, 190 W. Sulem av.
W. H. Hitt, 550 Luck av. S. W.
402-DECAPOD, ELLENBURG, WASH., meet 2nd and 4th Tuesday 2:30 p.m., K. P. Hall.
C. E. Miller, Box 501.
C. E. Shannon, Box 211.
Alfred Gay, 1000 1/2 N. 1st st.

- 463—G. B. SMITH, DUNMORE, PA., meet 1st & 3d Sunday, 2 p.m., B.L.E. Hall, E. & W. Depot.
A. C. Snyder, 6th and Dudley sts. C
W. S. Grant, 514 Burke st. F & I
- 464—GEO. W. TILTON, CHICAGO, ILL., meet 2d & 4th Sunday, 9:30 a.m., Hall, 274 W. Lake st.
Frank Larabee, 1925 Carroll av. C
Wm. J. Coleman, 1633 Park av. C
S. D. Lerch, 1955 Washington B'v'd. I
- 465—MILWAUKEE, WIS., meet 2d Sunday, 2 p.m., and 4th Sunday, 7:30 p.m. Schubert Theatre Hall, Milwaukee st., betw. Wisconsin & Michigan sts.
Wm. Gibson, 845 Cass st. C
R.C. Miller, 516 Mineral st. F & I
- 466—CONELAH, PA., meet 1st & 3d Sun., 1:30 p.m., B.L.E. Hall, Main st. D. W. Good, Box 103.
John Hoy, 120 cor. 2d & Oak sts. F
Thos. P. Cassidy, 32 Main st. I
- 467—A. L. TYLER, ASTON, ALA., meet 2d and 4th Sunday, 10 a.m., Blue Mountain Hall.
D. L. Harmon, 1824 Wilmer av. C
G. W. Buckpitt, 1503 Wilmer st. F & I
- 468—KANAWHA, MIDDLEPORT, OHIO, meet 2d & 4th Sunday, 9 a.m., K. of P. Hall, cor. 2d & Rutland sts.
L. A. Starkey.
Thos. A. Riey, Box 531. F
L. A. Fulcher. I
- 469—RC CLINTON, COLEBURN, GA., meet every Sat., 8 p.m., Royal Arcanum Hall, 1st ave., over Britt's store.
Kirby Post, 1818 11th st. C
John Williams, 924 4th av. F & I
- 470—WM. HANMAN, EVANSVILLE, IND., meets 1st & 3d Sun., 2 p.m., B. of L. E. Hall, 3d & Pennsylvania sts.
Geo. Seiber, 1005 W. Michigan. C
T. N. Hill, 109 Fountain av. C
W. F. Rogers, 1007 Fulton av. I
- 471—MARIONING FAIRBANKS, O., meets 2d & 4th Sun., 2 p.m., Woodmen's Hall.
Ed. Murphy, 35 Axtell av. C
Chas. R. Spaulding, 301 Prospect st. F & I
- 472—LEAVENWORTH, KAN., meet 2d & 4th Saturday, 2 p.m.
Jas. F. Garvey, 721 Dakota st. C
W.W. Brownhill, 230 Delaware st. F & I
- 473—CYCLOS, MELROSE, MINN., meet 2d & 4th Sun., 2:30 p.m., K. of P. Hall.
Harvey Ross, Box 385. C
E. J. Stone. F & I
- 474—R. H. COLEMAN, LEBANON, PA., meet 2d & 4th Sunday, 1 p.m., K. P. Hall, 7th & Cumberland.
J. Wager, 332 Partridge av. C
R.S. Malsberger, 290 Cumberland st. F
Jacob Brandt, 309 N. 10th st. I
- 475—GRANITE BLUE CANYON, CAL., meet every Tuesday, 2 p.m., Masonic Hall.
O. H. Kearns. C
E. E. Talbott. F & I
- 476—CHARTIERS VALLEY, CARNEGIE, PA., meets 2d & 4th Wed., 8 p.m., Masonic Hall, Main and Broadway.
F. H. Knox, 607 Dick st. C
Geo. H. Keech, 15 Hodgson av. Ingram. F
Robert Ramsey, 435 Broadway. I
- 477—HARRONY, FLORIDA, ILL., meet 1st Saturday, 1:30 p.m., & 3d Sunday, 2:30 p.m., Observatory Bldg. So. Adams st.
James Ewing, 921 No. Glendale. C
R.M. Orr, 211 4th av. F
W. J. Osterhout, 729 Oakland av. I
- 478—SILLOWAY, MECHANISVILLE, N.Y., meet 2d & 4th Sunday, 2 p.m., I. O. F. Hall.
D.J. Reihhan, 19 Saratoga av. C
James Connor, 45 Spring st. F & I
- 479—KINGS COUNTY, BROOKLYN, N. Y., meet 2d Sunday, 10:30 a.m., & 4th Saturday, 8 p.m., Penn. Fulton Hall, cor. Penn. & Fulton sts.
Geo. J. Ring, 42 Wyona st. C
M.C. Baldwin, 761 Hancock st. F
E. F. Colbath, 60 Grand st., Union Course, L. J. I
- 480—M'QUEN, TWO HARBORS, MINN., meet 2d & 4th Sunday, 2:30 p.m., Masonic Hall.
W. H. Black. C
Pan. Tingerthal. F
A.N. Hunter, Box 6. I
- 481—J. D. LAYNE, EAST BUFFALO, N. Y., meet every Wed. eve'g 8:00 Welden.
John W. Davis, 34 Burgard Pl. C
W. F. Olewine, 605 Walden av. F & I
- 482—GOODLAND, KAN., meet every Wednesday, 2 p.m., Masonic Hall.
P. J. McBride, Box 152. C
H. K. Adams. F
E.O. Wiley. I
- 483—TRUCUMBA, ALA., meet 2d and 4th Sunday, 9 a.m., Masonic Hall.
W. W. White. C
S. J. Ferguson. F
E. O. Mays, 602 W. Holmes st., Huntsville, Ala. I
- 484—JERSEY SHORE, PA., meet every Monday, 7:30 p.m., Firemen's Hall.
Miller blk., cor. Allegheny & Broad sts.
B. R. Atherton, Box 286. C
A. F. Hinkley, box 554. F
J. E. Scherer, Box 604. I
- 485—A. J. STEVENS, DUNSMITH, CAL., meet every Wednesday 2 p.m., at Braustetters Hall.
J. Micanter. C
Wm. Nelson, Jr. F
H. Wentz. I
- 486—WILLIAM L. ALEXANDER, NEW ORLEANS, LA., meet 1 Monday, 1 p.m., 3d Monday, 8:30 p.m., I.O.O.F. Hall, Camp st.
J.H. Miller, 101 Marigny st. C
J. P. McDowell, 1301 Canal st. C
John Gallivan, 1435 Magazine st. I
- 487—W. H. REILLY, YOKUM, TEX., meet every Sunday, 9:30 a.m.
A. J. Fetterly. C
D. E. La Londe, box 246. F
J. F. Conlon. I
- 488—RIZPAH, ST. LOUIS, MO., meet 2 & 4 Tuesday, 1:30 p.m., Rock Spring, Turner Hall, Bayle & Chouteau aves.
W. H. Van Horn, 4069 Castelman av. C
C. W. Schank, 4320 Gibson av. F
J.W. Morrill, Pacific Mo. I
- 489—GALETON, PA., meet 2d & 4th Sunday, 9:30 a.m., Masonic Hall.
W. E. Van Steamburg. C
Chas. E. Heath. F
Ira Stratham, First st. I
- 490—TRINIDAD, COLO., meet 2d & 4th Sun., 2 p.m., I.O.O.F. Hall, Main st.
Thos. O'Neil, 318 East Baca st. C
J. H. Pilkington, 621 E. 1st st. F
K. Birchard, 311 Frost av. I
- 491—BLUE VALLEY, FAIRBURY, NEB., meet every Thursday, 2 p.m.
J. A. Cuykendall. C
C. B. Porter, 927 8th st. F
Nat Downs, 912 5th st. I
- 492—LUXAPALLA, AYONDALE, ALA., meet every Sunday, 8:30 a.m., Moore's Hall.
Geo. P. Garrett, 4302 2d ave South. C
S. M. May, Box 26. F & I
- 493—A. GUSTIN, HOUSTON, KAN., meet 1st & 3d Tuesday, 8:00 p.m., Masonic Hall.
H. J. Folsom. C
E.H. Heath, Box 313. F
R. B. Dolan. I
- 494—G. M. HALLSTEAD, FLORIDA, N. Y., meet 1st & 3d Sunday, 2 p.m.
W. H. Strider, 7535 Lake av. C
Thomas Feeray, 580 Irvine Place. F
Frank L. King, Alice Francis Hotel. I
- 495—FLORAL, HAMLET, N. C., meet 2d & 4th Sunday, 2 p.m.
F. W. Farmer. C
J. R. Gordon, box 28. F & I
- 496—ALABAMA GREAT SOUTHERN, BIRMINGHAM, ALA., meet every Friday, 8 p.m., Magnolia Lodge, I. O. F. Hall, 3rd ave.
S. C. Parker, 2230 Fifth av. C
W. E. Jones, 2104 ave. H. F
R.H.O'Brien, 2704 Av. G. I
- 497—T. WOLKILL, CUMBERLAND, MD., meet every Tues., 1:30 p.m., I.O.O.F. Hall.
D.E. Fisher, 28 Columbia st. C
C. A. Reed, 12 Virginia av. F
E. B. Greel, Grand av. I
- 498—J. N. CALBRAITH, LAFAYETTE, TEXAS, meet every Sun., 2 p.m., K. P. Hall.
J. Dowling, 1104 Houston st. C
E. H. McKay, 2011 Matamoros st. F
Phil Scott, 1604 W. Victoria st. I
- 499—RAY STATE, BOSTON, MASS., meet 2d Sun., 2 p.m., 4th Sun., 10:30 a.m., Cashe Hall, 446 Tremont st.
H. B. Lovell, 4 Islington Terrace, Allston, Mass. C
C. A. Snow, 30 Wadsworth st., Allston, Mass. F
J. E. Dillingham, 6 State st., Milford, Mass. I
- 500—PLEASANT RIVER, HENDERSON, ME., meet 1st Mon. & 3 Tues., 1:30 p.m.
E. E. Ames, Box 268. C
C. H. Small, Box 66. F
John T. Bailey. I
- 501—JAS. W. BOON, SPRINGFIELD, N. Y., meet every Monday, 2 p.m., Batastie Bldg. Geneva st.
Chas. Sammons, 531 Burnett av. C
John Scanlon, 730 E. Jefferson st. F
E. Bosley, 211 University ave. I
- 502—ART. FORSVELT, MO., meet every Thursday, 7:30 p.m., K. of P. Hall.
J. Henderson, 316 Oak av., Jonesboro, Ark. C
W. E. Smith, 217 Washington av., Jonesboro, Ark. F & I
- 503—COLLEEN BAKER, ST. LOUIS, MO., meet 1st & 3d Sat., 2:30 p.m., G. O. Barnhart, 2906 E. 3rd av., Spokane, Wash. C
J. H. Roddy. F
J. J. Lawlor, East 311 Sharp avenue, Spokane, Wash. I
- 504—E.L. RUSSELL, H. R. PHYSICIAN, ILL., meet 2d Sun., 4th Sun., 1:30 p.m., K. of C. Hall.
F. P. Griffith, 130 So. 17th st. C
C. E. Ward, 310 So. 16th st. F & I
- 505—JOHN W. NELSON, ST. SMITH, ARK., meet every Monday, at 1:30 p.m., in K. of P. Hall, 716 Garrison av.
W. S. Clark, 1007 N. 6th st. C
J. L. Halsey, 131 N. 6th st. F
M. Gates, Midland Heights. I
- 506—RIO PUERTO, ALBUQUERQUE, N.M., meet Thursday, 2 p.m., K. P. Hall.
H. J. Rehder, 611 So. Broadway. C
Fred W. Lee, 711 So. Arno st. F
John Rueb, 712 So. Arno st. I
- 507—BELLEVUE, O., meet 1st and 3d Sunday, 2 p.m., B. L. E. Hall.
G. A. Mullen, 133 Barkness st. C
James J. Smith, 594 E. Main st. F
J. D. Cook. I
- 508—S. R. JONES, BLUEFIELD, W. VA., meets every Sunday, 2 p.m., E. L. Bailey Bldg., Bluefield av.
F. M. Bennett. C
J. W. Simpson, 422 Bluefield av. F
T. F. Weaver, 113 Glenbrotham av. I
- 509—BARNHALL, ARLING, GA., meets every Sunday, 2 p.m., Masonic Hall.
R. L. Meldrum, Lee st. & Brannon av. C
G. H. Rittenberry, 215 Brannon av. F & I
- 510—HY TACON, TUSCALOOSA, ALA., meets 1 & 3 Sun., 9:30 a.m., Elks' Hall.
J. E. Collins, 253 6th st. C
R. B. McPherson, 304 4th st. F
D.R. Bettis, 225 Church st., Montgomery, Ala. I
- 511—SILVER STATE, DENVER, COLO., meets every Mon. 7:30 p.m., Bernard Bldg., 8th av. & Inca st.
R. F. Goodman, 846 Lipan st. C
Wm. Jones, 1057 Kalamath st. F
Geo. H. Scott, 1042 Clarkson st. F & I
- 512—H.W. OLIVER, BENNETT, PA., meets 1st & 3d Sunday, 1 p.m., American Mechanics' Hall.
Wm. M. White, 121 Ohio st., Millvale sta., Allegheny, Pa. C
M. H. Butler, 132 Calvary, Pa. F
A. N. Foulis, 413 North av., Millvale sta., Allegheny, Pa. I
- 513—POTOSI, SAN LUIS POTOSI, MEXICO, meets every Monday at 2 p.m., Engineers' Hall, 4th Ortilleria No. 12.
H. Murray, 4 a Cabrera No. 1. C
J. D. Kennedy, 2 a Calle de Cabrera, No. 8. F & I
- 514—J. M. GIFFEY, YOUNGWOOD, PA., meets 2d & 4th Sun. 2 p.m., Love Bldg.
W. H. Hart. C
W. H. Crook, Box 5. F & I
- 515—BLUE GLASS, LEXINGTON, KY., meets 2d & 4th Sunday, 8:30 a.m., Masonic Hall, Short st.
W. E. Wilkie, 518 E. High st. C
L. H. Lewis, 335 E. High st. F
C. P. Graham, Aylesford Pl. I
- 516—SOPRORA, VA., meets 2d & 4th Sunday, 2 p.m., Pythian Hall—Brambleton.
W. H. Wasson, 212 Clay av. C
J. E. Henley, 125 Windsor. F & I
- 517—CENTENNIAL CITY, AIR LINE STATION, O., meet 2d & 4th Sunday, 2 p.m., "Anthony Wayne" Hall, Broadway.
Geo. Dougherty, 1260 Broadway, Toledo, O. C
F. C. Garmister, 1312 Woodland av. F
C. E. Moulton, 2309 Lawrence av. Toledo, O. F & I
- 518—JOHN FLAYER, CHICAGO, ILL., meets 2 Saturday, 7:30 p.m., & 4 Sunday, 2 p.m., Masonic Hall, 3811 Archer av.
Peter Simons, 2035 35th st. C
J. A. Shearer, 3525 Armour av. 2 Nat. F & I
- 519—DELOSS EVERETT, HARRISBURG, PA., meets 1 & 3 Sunday, 1:30 p.m., Mauck Hall, 6th & Reiker sts.
Miles Covey, 525 Peffer st. C
Wm. K. Drake, 210 N. 6th st. F & I
- 520—W. J. HENPHILL, SPRINGFIELD, ILL., meets 1st & 3d Sunday, 2 p.m., Old Fellows' Building, 545 E. 1st st.
W. R. Warner, 1313 N. 9th st. C
F. M. Shield, 1065 North 6th st. F
C.D. Day, 1326 E. N. Grand av. I

441-S. E. TINKER, WABASH, IND., meets every other Wednesday, 7:30 p. m., Ben Hur Hall, Market st.
D. E. Garrettson, 45 Elm st.
C. E. Fiat, 180 Spring st.
F. Wallace McRoberts, 110 E. Maple st.
442-BORDER CITY, ARKANSAS CITY, KAN., meets 1st & 3d Monday, at 2 p. m., F. A. A. Hall.
C. D. Lockwood, 488 So. C. st.
T. W. Roobee, 516 S. C. st.
J. E. Drann, 439 So. C. st.
443-P. KEEPS, CORBIN, KY., meets every Monday, 1 p. m.
Ed. P. Fisher.
John J. Langan.
L. P. La Rue.
444-B. W. WATT, PITTSBURG, PA., meets 1 Sunday in Monongahela, at 2:30 p. m.; 3d Sunday in Ormsby, Webster's Hall, 10 a. m.; 4th Sunday in Brownsville, at 1:30 p. m.
C. C. Stange, 155 East Main st., Monongahela City, Pa.
John W. Myer, 211 S. Jane st.
M. E. Hawkins, 626 Herron av.
445-RENOVA, RENOVA, PA., meets 2d & 4th Sunday.
Geo. H. W. Jones, Box 329.
Chas. McGill, Box 654.
W. K. Wright, Box 142.
446-JAS. B. CHANEY, BELLWOOD, PA., meets 1st & 3d Sunday, 1:30 p. m., I. O. O. F. Hall.
Ira Estep, Box 264.
A. M. Gordon, Box 214.
J. M. Waters, 4th st.
447-TROOP, PA., meets 2 and 4 Sunday, 1 p. m., I. O. O. F. Hall, Penn av. and 4th st.
Geo. W. Miller, 2162 Columbia av.
A. L. Woodring, 1006 W. 15th st.
L. W. Stonebraker, 1830 Columbia av.
448-GEO. W. WEST, CARBONDALE, PA., meets 2d Sunday, 2:30 p. m., 4th Sunday, 7:30 p. m., Pioneer Dime Bldg.
E. S. Myers, 1646 Penn av., Scranton, Pa.
S. W. Beach, 385 Chestnut st.
Grant Wadsworth, Childs, Pa.
449-DOMINION, OTTAWA, ONT., meets alternate Sundays, beginning April 7th, Burgess Hall, cor. Bank & Frank Brown Baker, 104 1st av.
Issac Johnson, 137 Hawthorne av.
John King, 124 Cartier st.
450-RED RIVER VALLEY, GRAND FORKS, N. D., meets 1st Saturday, 7:30 and 3d Sunday, 2:30 p. m., I. O. O. F. Hall.
John Downey.
L. M. Moebeck, E. Grand Forks, Minn.
Fred Metcalf, 327 N. 2d st., E. Grand Forks, Minn.
451-BISSORI, TRENTON, MO., meets every Monday 1:30 p. m., B. of L. E. Hall, over Citizens Bank.
H. M. Smith, 433 McPherson.
C. G. Hoffman, 511 Elm st.
J. H. Hudson, 715 Moberley st.
452-DAVID M'CARO, PITTSBURG, PA., meets 2d & 4th Sunday, 2 p. m., Arsenal Hall, cor. 43rd & Butler sts.
L. H. Hillgrove, 249 44th st.
W. L. Gibbs, 230 Main st., Arsenal st.
453-CUMBERLAND, NASHVILLE, TENN., meets Mondays, 9:30 a. m., Pythian Hall, 407 1/2 Union st.
J. R. Grigg, 210 Spring st.
E. F. Bowers, 324 18th av. F & I
454-TWIN CITY, ST. PAUL, MINN., meets 2d & 4th Sunday, 2:30 p. m., I. O. O. F. Hall, 5th & Washburn.
T. C. Jones, 12 Whitehall st.
C. Sam Howat, 2125 St. Anthony av.
Merriam Park, Minn.
A. H. Wales, 805 16th av., N. Minneapolis.
455-COLORADO, SMITHVILLE, TEXAS, meets every Wednesday, 7:30 p. m.
P. A. Neely.
J. S. Gallagher, Box 380.
456-ROSEBURG, OREGON, meets every Monday, 7:30 p. m.
W. E. Everton.
L. T. Howard, Box 231.
G. L. Flint, Box 711.
457-SEABRIGHT, WHECHEN, W. VA., meets 1st, 3d & 5th Sunday 1:30 p. m., & 2d & 4th Monday at 7:30 p. m., McMechen Hall.
J. M. Garvey, Box 88.
John Coxon, Box 28.
J. J. Casack, Box 66.
458-G. O. CLAYTON, JOLIET, ILL., meets alternate Thursdays, 7:30, Castle Hall Wm. T. Stone, 110 Jackson st.
Ed. Ashford, 1812 E. Washington st.
R. P. Middleton, 114 Virginia st.

459-LATOUR, FAIRVILLE, ST. JOHN, N. B., meets 2d & 4th Sunday, I. O. F. Hall, King st.
H. R. Bartlett, Lancaster Heights.
C. O. Campbell, West End, St. John, N. B.
J. H. Bartlett.
460-DELTA, CINCINNATI, O., meets 2d Sunday, 1:30 p. m., 4th Sunday, 7:30 p. m.
G. A. R. Hall, Ridgely & Eastern av.
Chas. S. Krumme, 707 Delta av., Sta. C. O. F. A. Gardner, 323 Eastern av. F & I
461-B. R. GIBBENS, PARKERSBURG, W. VA., meets 1st & 3d Sunday, 2 p. m., A. O. U. W. Hall, Wetherell Bldg., 417 Market st.
J. F. Taylor, 1806 Spring st.
C. H. H. Hobensack, 4th st., Belpre, O. F. J. Daniels, Main st., Belpre, O.
462-BILO EASTMAN, EAST TAWAN, MICH., meets 2d & 4th Sunday, 2 p. m., M. C. P. Hall.
John L. Swartz, Tawas City, Mich.
C. L. Bonney.
Thos. Kennedy, 608 Chisholm st., Alpena, Mich.
463-NASHUA, N. H., meets 1st Sunday, 10 a. m., & 3d Sunday, 4 p. m., Mechanic Hall, Main st.
F. S. Holt, 24 Belknap st.
W. W. Tighe, 5 Vernon st.
E. E. Warren, 8 Stark st.
464-ROXBOTH, ILL., meets 2d & 4th Sunday, 2 p. m., I. O. O. F. Hall, S. Main st.
M. W. Brady, 720 W. Archer av.
Geo. F. Bailey, 608 W. 2d av. F & I
465-H. GRAVES, LOUISVILLE, KY., meets every Monday, 9:30 a. m., Odd Fellows' Hall, 6th & Walnut sts.
L. L. Cofer, 2325 W. Broadway.
W. B. Curley, 1615 W. Broadway. F & I
466-ALLANDE, ONT., meets 1st Sunday, 2:30 p. m., & 3d Tuesday, 8 p. m., Trainmen's Hall, Fisher Bk.
A. Wilkinson, Box 24.
J. T. Clark, Box 23.
J. Johnston, Little.
467-A. B. YOUNGSON, ST. LOUIS, MO., meets 1st & 3d Monday, 8 p. m., Brighton Hall, Broadway & Salisbury st.
John P. Collins, 118 North B st East St. Louis, Ill.
C. J. Walker, 373 N. 25th st. F & I
468-COLORADO VALLEY, GRAND JUNCTION, COLO., meets every Tuesday, 1:30 p. m., Masonic Hall.
J. S. Rayburn, 121 No. Spence st.
E. B. Rogers, 353 Ouray av.
E. M. Gilpatrick, 317 Grand av. I
469-DANIEL ROOSE, COVINGTON, KY., meets every Wednesday, 9 a. m., Osagehills Hall, 1316 Madison av.
F. S. H. Smith, 1314 Madison av.
Byron Hill, 1314 Grand av.
E. R. Manzon, Box 172, Latonia, Ky.
470-CORN PALACE, STOLX CITY, IA., meets 1 & 3 Sunday, 1 p. m., Odd Fellows' Hall, 707 Fourth st.
A. M. Hines, 2300 East 2d st.
Amos T. Kirby, 218 Bismarck st.
F. Leander A. Cline, 1520 Boulevard st.
471-S. H. CLARK, KANSAS CITY, KAN., meets 1st & 3d Saturday, in Old Masonic Hall, 6 & 7 Minnesota av.
P. H. Burns, 638 Sandusky av.
C. Jas. Corrigan, 634 River View av. F & I
472-L. A. THOMAS, INDIANAPOLIS, IND., meets 2d & 4th Sunday, 2 P. M. O. E. C. Hall, 136 N. Delaware st.
A. E. Martin, Southport, Ind.
E. W. Davis, R. F. D. No. 30, Zionsville, Ind.
J. M. Burns, 1917 Horvath av.
F. J. M. Burns, 1917 Horvath av.
473-G. L. PECK, TOLLEDO, O., meets 1st Mon. 7 p. m.; 2d Tues. 8 a. m.; 3d Tuesday 2 p. m.; and 4th Sun. 2 p. m.
C. B. Seaman, 1360 Oak st., East Toledo, O.
B. Butte, Bryan Flats, Huron st. F & I
474-FLOU CITY, MINNEAPOLIS, MINN., meets 2nd & 4th Sunday, 2 p. m., Masonic Hall, cor. Central & 25th av., N. E.
J. E. Malthouse, 2541 Pierce st., N. E. C. I. N. Merrill, 2509 Pierce st., N. E.
H. S. Martin, 323 P. K. st., N. E. F & I
475-MONTGOMERY, ALA., meets Wednesdays, 9:30 a. m., Eagle & Beaver's Hall.
Geo. W. Carroll, 307 N. McDonough st.
H. J. McGrade, 312 No. McDonough st. F & I
476-W. WILCOX, TEXARKANA, TEN., meets 1st & 3d Sun. 7:30 p. m., K. P. Hall.
J. Edwards, 856 State st.
F. S. Holt, 68 State st.
Wm. Wright, 806 Olive st.

477-COLUMBUS, TORREON, COAH., MEX., meets 1st & 3d Sunday, B. of L. E. Hall, P. B. Reynolds, Box 36.
Louis Halloun, Box 30.
Geo. Wills, Box 30.
478-JOHN H. WINDER, ARREVILLE, S. C., meets 1st & 3d Sun. 3 p. m.; 2d & 4th Sat. 8 p. m., K. of P. Hall, Public sq.
T. V. Howie.
G. H. Hall Box 84.
479-J. R. VAN CLEY, WHITEFISH, MONT., meets 2d & 4th Wednesday, 2 p. m.
O. E. Schoonover.
P. G. Gutensohn.
H. S. Landis, Box 222.
480-J. H. KELLY, CLEBURNE, TEXAS, meets every Sunday, 2:30 p. m., O. K. C. Hall.
John R. Lee, 277 S. Anglin st.
Thomas Doss, 402 S. Robinson st.
Thomas May, 255 So. White st.
481-TARRANT, FT. WORTH, TEXAS, meets every Sun. 10 a. m., I. O. O. F. Hall, 1st & Throckmorton sts.
W. L. Alexander, 201 E. Belknap st.
C. L. W. Hawley, K. F. D. No. 1, Box 62.
F. Jas. N. Doak, 1015 E. Weatherford st.
482-GT. WESTERN, KANSAS CITY, MO., meets 2d Monday, at 2 p. m., & 4th Saturday at 8 p. m., in I. O. O. F. Hall, Penn st., near cor. of 16th st.
W. T. Barker, 930 West High.
V. J. Renick, 363 Madison av.
E. S. Edwards, 223 Mercer.
483-W. S. MORRIS, IOWA, MICH., meets 2d & 4th Sunday, I. O. F. Hall.
F. H. Williams.
Chas. L. Dolsen, 294 N. Jefferson av.
R. E. Cobb, 843 Alice st.
484-C. A. BROADWATER, CT. FALLS, MONT., meets 1st & 3d Sunday, 2 p. m., Odd Fellows' Hall.
Jos. Houle, 720 2d av. N.
L. A. Druke, Box 291.
C. J. McDermott, 422 3d av. South, S. W. Great Falls.
485-ANCHOR, LAJANTA, CALIF., meets every Wed., Woodmen's Hall.
Geo. A. Whitehead.
C. H. Litter, 618 Cimarron av.
Ed. Robinson, 721 Cimarron av.
486-THOMAS FITZGERALD, BRUNSWICK, MO., meets 1st & 3d Sunday, 1:30 p. m., K. of P. Hall.
Jos. H. Yost.
R. H. Earle, Box 65.
W. E. Evans.
487-E. B. RILEY, MONTICELLO, MO., meets Mondays, 2 p. m., B. L. E. Hall.
Thomas Mansfield.
J. E. Smith.
Byron Callender.
488-TICONIC, BASCOM, N. H., meets 2d & 4th Sunday, 2:30 p. m., McGuire Bldg., cor. Main & Union sts.
W. J. Boothby, 63 Dillingham st.
T. J. Ferry, 36 Walter st.
W. H. Welch, 31 March st.
489-JOHN J. CONRAD, HUNTINGTON, PA., meets 1st & 3d Sunday, 2 p. m., Brotherhood Hall, Penn st.
W. A. Gilson, Washington st.
Geo. F. Godard, 1300 Main st. F & I
490-THUNDER CRUISE, MOOSE JAW, SASK., CAN., meets 1st Monday & 3d Friday, 14 o'clock, Masonic Hall.
Wm. Pascoe, Box 698.
John McAllister, Box 616.
John Wellington, 71 High st.
491-RENOVA, PORTSMOUTH, O., meets 1 & 3 Sunday, 2 p. m., I. O. O. F. Hall.
C. L. Link, 1301 Center st.
C. W. L. Bayless, 1322 Center st.
J. Q. Payne, 482 E. 11th st.
492-EGYPTIAN, EAST ST. LOUIS, ILL., meets 1st & 3d Sunday, 2 p. m., Geary's Hall, Main st.
M. Krewson, 80 Summit av.
W. J. Smith, 2319 Bond av. C
493-JEFFERSON LEAVY, CHARLOTTE, N. C., meets 1st & 3d Monday, 1 p. m., Masonic Temple, E. Main & 5th.
L. D. Payne, 820 East Market st.
C. W. Jones, 218 Levy av.
C. O. Carter, 6 Belmont av. I
494-JERE RAXTER, NASHVILLE, TENN., meets every Wednesday, 9 a. m., R. of P. Hall, 407 1/2 Union st.
C. W. Simpson, 32 Carroll st.
C. J. L. Baile, 40 Green st. F & I
495-SEVEN CASTLES, BASALT, COLO., meets every Wednesday, 2 p. m., I. O. O. F. Hall.
James Fisher.
A. M. Danielson, L. Box 16.
F. B. Willis, Cardiff, Colo.

516—E. W. WINTER, ST. PAUL, MINN., meets 1st & 3d Sunday, 2 p.m., Capital City Hall, 1038 West 7th st.
A. J. Leighton, 187 Smith av.
Geo. E. Foote, 389 Daley st.
T. T. Hart, 949 Grand ave.
517—WILLIAM O. HEIN, SEDALIA, MO., meets 1st & 3d Saturday, K. of P. Hall, 27 E. 5th st.
J. H. Barker, 130 W. 5th st.
Connie Doyle, 422 E. 5th st.
518—PALMERSTON, ONT., meets 2d & 4th Sunday, A.O.U.W. Hall.
Jas. Nicholson, Box 21
John Ward, Box 35
Chas. J. Phillips, Box 35
519—COLUMBIA, CHICAGO, ILL., meets 1st & 3d Saturday, 8 p.m., n. w. cor. 92d & Erie sts.
Chas. J. Schultz, 9750 Ewing av.
John E. Davis, 5518 Armour av.
520—EAST TORONTO, ONT., meets 1st & 3d Sunday, at 2:30 p.m., Snell's Hall
D. J. Kerr, 2329 Gerrard st.
T. J. Looney, 2136 Gerrard st.
521—SILK CITY, PATTERSON, N. J., meets 2 Sunday, 10 a.m., & 4 Sunday, 8 p.m., Sons of Veterans Hall, 145 Broad st.
J. H. Stinard, 360 Ellison av.
O. Montanye, 125 Magnolia av., Jersey City, N. J.
James Havens, Box 267 Butler, Morris Co., N. J.
522—W. M. BRADLEY, CHICAGO, ILL., meets 1st & 3d Monday at 7:30 p.m., & 2d & 4th Sunday at 2 p.m., R. of L. E. Hall.
E. J. Langhurst
M. R. Kerr, Box 274
T. H. Douglas
523—CHICKASHA, CHICKASHA, OKLA., meets every Sunday, 9 a.m.
W. A. Fox, 618 5th st.
R. A. Decker, L. Box 1
W. J. Fitzgerald, 702 So. Williams st.
El Reno, Okla.
524—UNITY, VAN BUREN, ARK., meets every Mon., 2:30 p.m., I.O.O.F. Hall.
F. A. Mailoux
E. J. Gibson
J. W. McIlwain
525—VALLEY ACTION, IOWA, meets 1st & 3d Sunday, 2 p.m.
J. Callahan
O. R. Conyers
G. W. Zeno
526—HAWKEYE, BELLE PLAINE, IA., meets 1st & 3d Monday, 8 p.m., in Firemen's Hall.
John Denend
O. P. Baxter
D. D. Shadle, L. Box 55
527—NICKY FREE, PITTSBURGH, KAN., meets every Monday, 2 p.m., Odd Fellows Hall, West Fifth st.
L. F. Schirck, 1st E. Locust st.
W. Herriman, Room 8, Kirkwood Bldg.
Wm. Palmer, 607 N. Elm st.
528—W. C. VAN HORSE, LONDON, ONT., meets 1st & 3d Sunday, Society Hall, 664 Dundas st.
Chas. Clark, 664 Oxford st.
O. Dowling, 953 Central av.
Jas. Roddick, 562 Central av.
529—AIR LINE, ST. THOMAS, ONT., meets every Tuesday, 2 p.m., I.O.O.F. Hall, Morgan & Regan Bldg., Talbot st.
James Black, 94 Flora st.
A. H. Martin, 21 Elizabeth st.
Chas. Farmer, 11 Elizabeth st.
530—COMMERCE DIV., COMMERCE, TEX., meets 1 & 3 Sunday, 2 p.m., B. of L. E. Hall, Locust st.
A. L. Carr
D. H. Tipton
J. W. Parton
531—A. C. H. JOHNSON, ALGERS, LA., meets Monday, 9 a.m., K. of P. Hall, Bermuda st.
E. A. Calhoun, 341 Vallette st.
E. H. Cavard, 539 Belleville st.
532—THOS. JEFFERSON, MANCHESTER, Vt., meets 1 & 4 Monday, 10 a.m., Toney's Hall, 11th & Hull sts.
J. C. Avery, 209 E. Grace st., Richmond, Va.
J. L. Lytle, 402 E. Canal st., Richmond, Va.
J. W. Blunt, 417 Cowardin av.
533—F. R. GRIFFITH, EAST RIFALDO, N. Y., meets 1st & 3d Friday, 8 p.m., Klockes Hall, Gold and Lorrey sts.
John M. Hannon, 88 Central av., Buffalo, N. Y.
J. C. Heisenbottle, 50 Halstead st., Sloan, N. Y.
534—RANKIN, ILL., meets 1st & 3d Sunday, at 2 p.m., 2d & 4th Wednesday, at 7:30 p.m., I. O. O. F. Hall.
Benton McAttee
Wm. Baumberger

535—GOLDEN RULE, KENOSHA, ONT., meets 2d & 4th Sun., 14 o'clock, I. O. O. F. Hall.
Robert H. Cobb
F. G. Munt
W. Whitaker, box 254
536—LANGLADE, ANTIGO, WIS., meets 2d & 4th Sun., 10 a.m., Odd Fellows' Hall.
L. H. Hoffman, 322 Arctic st.
M. P. O'Donnell, 428 Edison st.
F. E. Ver Bryck, 835 Superior st.
537—J. C. CLARKE, MERIDIAN, MISS., meets every Monday, 9 a.m., over Kendle's Drug Store, 3d floor.
W. H. Kiggan, 1216 18th av.
J. L. Stutz, 1000 19th av.
R. L. Tatum, 1214 25th ave.
538—OTTUMWA, IOWA, meets 2d & 4th Sunday, 2 p.m., Labor Hall 2d st. between Court & Market.
Harry Rimbell, 210 N. Marion st.
J. B. Smith, 313 No. Benton st.
Geo. Kissinger, 920 W. 4th st.
539—JACOB HENRY, HAILEYVILLE, OKLA., meets 1 & 3 Sunday, at 10:30 a.m., in Whitley Hall.
Wm. A. Barnes, L. Box 95
Z. M. Myers, L. Box 96
T. T. Shields, L. B. 96
540—TURK WATER, LEAVENWORTH, KAN., meets 2d Sunday, 10:30 a.m., & 4th Sunday, 2:30 p.m.
H. H. Dean
E. W. Ross, Box 2
Robert Miles
541—STATEN ISLAND, N. Y., meets 2d Saturday 8 p.m., 4th Sunday 10 a.m., Fulton's Hall, Bay and Thompson sts., Stapleton, N. Y.
Wm. J. Rogers, New Dorp, S. I., N. Y.
Wm. Darnell, Box 80, Mariner's Harbor
F. Philip Carroll, 30 Beach st., Stapleton, Staten Island, N. Y.
542—EASTERN, CLEVELAND, O., meets 2 & 4 Tues. at 8 p.m., in Washington Armory, St. Clair st., near Alabama.
W. S. Ballard, 262 Lakeside av., N. E. C.
C. E. Richards, 609 Soc. for Sav. Bldg.
J. A. Davidson, 1520 Stuber Pl.
543—ANTHRACITE, KINGSTON, PA., meets 1 & 3 Sun., 2 p.m., I. O. O. F. Hall.
Chas. F. Swallow, 185 S. Maple av.
O. John L. Norris, 238 W. Young av.
544—PAN-AMERICAN, EAST RIFALDO, N. Y., meets 2d & 4th Monday 8 p.m., Witzleben Hall.
John Covey, 30 Palaski st.
Frank M. Craven, 1023 Lovejoy st.
Wm. Murphy, 224 Gold st.
545—T. L. ROYD, CHICAGO, ILL., meets 1st & 3d Sunday, 2:30 p.m., Hopkins Hall, 528 W. 63d st.
Frank Noakes, 623 State st.
O. E. Taber, 6139 Indiana av.
N. McFarland, 608 Wabash av.
546—GOLDEN CIRCLE, CANON CITY, COLO., meets 1 & 3 Mon. 2 p.m., Elks' Hall.
Monroe Brown, 1902 Kountz av.
W. W. Burnett, 1514 Kountz av.
F. M. N. Lins, 1023 Greenwood av.
547—HAWESKE, FLOWING, TEX., meets every Sun., 10:30 a.m., Blue Front Bldg.
G. W. Evans
J. M. Johnson
Thos. Swearinger
548—PERT, IND., meets 1st & 3d Tuesday 7:30 p.m., Schmoll Bldg., cor. 5th & Broadway.
C. J. Ripple, 585 W. Main st.
Geo. Redmon, 24 W. 6th st.
549—GREEN LAKE, WILLMAR, MINN., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall.
G. W. Tyler, Box 448
A. N. Baldwin, 233 E. Litchfield av.
550—FRANKFORD, DELPHOS, O., meets 1st & 3d Sunday, 1st & 3d Sunday, at 7 p.m., Samuel Welch, 229 East 3rd st.
G. M. Richardson, 209 East 4th st.
Wm. Van Gelsen, 709 No. Franklin st.
551—FRED VEININGER, BRIDGEFORD, O., meets 2nd & 4th Sunday, 1:30 p.m., Macabess Hall.
John A. Shano
E. C. Hogan, Box 32
F. W. Rice, Box 243
552—J. T. JONES, GILFORD, MISS., meets 1 & 3 Sun., 8 p.m., Price Bldg., Chas. Barnard
Jas. Currie, Box 256
553—SAN JOAQUIN, FRESNO, CAL., meets 2 & 4 Sunday, 2 p.m., K. of C. Hall.
P. H. Fitzpatrick, Point Richmond, Cal.
Calvin Rich, R. R. No. 8
Frank Ewing, 647 N. st.

554—CHAS. COBB, ARGENTA STATION, LITTLE ROCK, ARK., meets every Monday, 3:30 p.m., Humphreys Hall.
J. W. Barger, 10th and Maple sts.
M. N. Mann, 624 E. 2d st.
R. L. Church, 856 Cypress st.
555—TWENTY-THIRTY, SIOUX CITY, IA., meets 2d & 4th Sunday, Odd Fellows Hall, 5th and Douglas sts.
Clarence Wells, 1330 Jennings st.
R. W. Patrick, 1115 Pierce st.
O. A. Bates, 805 N. Crawford st., Carroll, Ia.
556—J. L. PARISH, NEW FRANKLIN, MO., meets every Fri., 7 p.m., K. of P. Hall, M. K. & T. Ry.
R. M. Maynard
F. Aspelmeir, Box 117
557—EDISON, PORT NORFOLK, VA., meets 2d & 4th Sunday, 2 p.m., Fraternity Hall, Maryland ave.
Peyton Tunstall, Florida av.
C. D. Shackleton, 163 Broadway
J. E. Sparkman, Park View, Portsmouth, Va.
558—BURNBOND, CHAUDIERE JCT., P. Q., meets 1st & 3d Sunday, 3 p.m., Town Hall.
H. W. Sharpe, Pt Etchemin, P. Q.
S. G. Ferguson
M. Normand, Chaudiere Curve, P. Q.
559—BESSEMER, PROCTOR, MINN., meets 2d & 4th Sun., 2 p.m., Town Hall.
Geo. E. Fletcher
F. A. Bethune
J. S. Brown
560—THOMAS P. FOWLER, SURVICH, S. Y., meets 2d & 4th Sunday, 2:30 p.m., I.O.G.T. Hall, N. Broad st.
Y. F. Taylor, 33 Henry st.
Thos. Fero, 21 Maydale st.
Geo. Brock, Park av.
561—POTOMAC, RICHMOND, VA., meets 1st & 3d Tues., 9:30 a.m., Fraternity Hall, 215 West Broad st.
O. S. Perry, 2305 E. Broad st.
E. E. Kuhn, 2430 Park av.
562—KITCHENER, SCHREIBER, ONT., meets 1st & 3d Friday, 2:30 p.m.
W. T. Norris
N. Gorman
Robert Smith, Box 98
563—MOYIE, CRANBROOK, B. C., meets 1st & 3d Wednesday, I.O.O.F. Hall.
G. W. Johnson
M. E. Palmer
Jas. Caslake
564—COPPER INGT, HANCOCK, NICH., meets 2d & 4th Sunday, 2:30 p.m., Ron-leau's Hall, Quincy st.
A. B. Clark, Laurier, Mich.
A. J. Lord, 520 Hancock st.
565—TIN CITY, NEW CASTLE, PA., meets 1st & 3d Tuesday, 7:30 p.m.
J. M. Yates, 217 W. Wabash av.
J. H. McIlvenny, 617 Newell av.
566—FRANK GRIFFIN, DEL RIO, TEX., meets Tues., 9:30 a.m., K. of P. Hall.
W. S. Gibbons
W. Rader
567—QUINCY, MILAN, MO., meets 1st & 3d Mon., 2:30 p.m., in B. of L. E. Hall.
Chas. R. Weaver
Jas. M. Leeper, Box 20
O. C. Hammond, 3001 Vermont st., Quincy, Ill.
568—CROXTON, DEANSON, TEX., meets every Monday, 2 p.m., Woodmen's Hall, 230 W. Woodland st.
Jno. Shine, 102 East Hull st.
C. A. Hahnel, 904 W. Shepard st.
A. H. Preston, 712 West Owing st.
569—RICH MOUNTAIN, MENA, ARK., meets every Wednesday, 1:30 p.m., Odd Fellows' Hall.
C. S. Kene
W. L. Harper
T. J. Webster
570—HARRY MURRAY, PIERLA, MEX., meets every Tuesday, 8 p.m., Calle de Palafox, No. 2.
W. J. Shanks, 434 1st Venegas, Mexico City, Mex.
H. A. Hobart, Forterata, Catatira, No. 23
F. W. Hill, Iglesias No. 15
571—AZTEC, ACANBARO, MEX., meets every Sunday, 2 p.m., Calle de La Algalia, No. 10.
J. C. Morgan
J. D. McConaughy
R. W. Chapman, Forterata, Catatira, No. 14
572—MT. LAFAYETTE, WOODVILLE, N. H., meets 1st & 3d Sunday, 2 p.m., K. of P. Hall.
G. W. O'Malley
H. A. Colby
C. W. Wearo

572—GREENVILLE, TEX., meets 1 & 3 Sun, 7:30 p.m., in Levy Bldg., Lee st.
J. D. Mercer.....C
C. H. E. Nix.....F
G. A. Dieffenbacher.....I

573—PAINVILLE, ARIZONA, TEX., meets 1st & 3d Fri., 7:30 p.m., 2d & 4th Sun., 2:30 p.m., Odd Fellows Hall.
F. A. Rhoads, 40 N. Lincoln st.....C
O. T. Callahan, 32 N. Grant st.....C
J. W. Green, 32 N. Johnson st.....I

574—MONTICELLO, CHIHUAHUA, MEX., meets 2d & 4th Sunday, 2 p.m., 200 Calle Independencia.
L. H. Rupert, Chia Shops, Box 6.....C
G. H. Brockman, Chia Shops, Box 6.....F
E. Collins, Chia Shops, Box 6.....I

575—ROBAT CURETOS, HILARY, WASH., meets 1st & 3d Wednes., 2:30 p.m., A.O.U.W. Hall.
Peter Olson.....C
C. G. Converse.....F
J. C. Lawson.....I

576—MEADOW LAKE, ARIZONA, TEX., meets 2d & 4th Sun., 2:30 p.m., Odd Fellows Bldg., 1712 Charleston Ave.
J. J. Rider, 2909 Pine av.....C
O. H. Munson, 2309 Western av.....F
Wm. Eaton, 1721 Edgar av.....I

577—REB, NEW, SAFLPA, OKLA., meets every Monday.
Geo. Salesman.....C
W. D. McNeill.....F
W. L. Miller, L. Box 718.....I

578—J. H. HASKELL, NELSON, E. C., meets 1st & 3d Sun., 2 p.m., K. of P. Hall.
Geo. W. Hart, Box 31.....C
J. W. Gossard, Box 174.....F
R. A. Peebles, Box 694.....I

579—WHITE CITY, CHICAGO, ILL., meets 2d & 4th Sunday, 10:30 a.m., cor. 53d Court & Halstead st.
Ed Starr, 5004 Union av.....C
G. D. Bowman, 5208 Carpenter st.....F
T. J. Goodard, 5208 Carpenter st.....I

580—ATLANTIC OCEAN, CLAY, WIS., meets 2d Sun., 2 p.m., K. of P. Hall.
Nathan W. Puschie, Reserve st.
Dan P. McKenzie, King Edward st.
F. Alex. McNeill, Mechanic's Row.....I

581—ATLANTIC OCEAN, CHICAGO, ILL., meets 2d & 4th Sun., 8 p.m., Feldmann's, 824 W. 12th st.
John J. Snyder, 783 W. 12th st.....C
Grant Lewis, 1145 W. 19th st.....F & I

582—ATLANTIC OCEAN, WINNIPEG, MANITOBA, meets 2d & 4th Friday, Albert Hall.
Wm. Crawford, 419 Wardlaw av.....C
S. F. Starr, 2908 1st Ave., Man. F.
Chas. Harrison, 240 Bell av., Ft. Rouge, Can.....I

583—JOHN C. HOMER, PORTSMOUTH, O., meets 2d & 4th Sunday, 1:30 p.m., I. O. O. F. Hall, Hillcliffe st.
T. W. Nichols, 708 Vinton av.....C
J. H. Bernhardt, 702 Vinton av.....C
W. A. McQuat, L. Box 61, Harden, Scioto Co., O.....I

584—A. H. MACHIN, MC GEEHE, ARK., meets 1, 2 & 3 Sun., 2:30 p.m., in McGehee, Ark., and 4 Sun., 2:30 p.m., in Monroe, La.
Jas. McCarthy.....C
E. W. Porter, 211 Main st., Argenta, Ark.....F
R. J. Mitchell.....I

585—ACADIA, STELLARTON, N. S., meets 1st Tues. at 19:30 and 4th Sun. at 14:30 McIntosh Hall.
A. Probert, Box 188.....C
Alex. Urquhart, P. O. Box 211.....F
J. A. Spruill, Box 251, Pictou, N.S.....I

586—AGASCALIENTES, MEX., meets 1st & 3d Sun., 2 p.m., Engineers' Hall.
P. Grady, American Colony No. 23, C. Geo. F. Follmer, Am. Colony, No. 51, F & I

587—GRISTSTONE, BOLLTON, MAINE, meets 1st & 3d Sunday, 2:30 p.m., in Perkins Hall & 2d Sun., 2:30 p.m., in Old Town.
John O'Leary, Box 770.....C
E. T. Bulmer, 25 Cleveland st.....F
E. W. Dudley, 11 Leonard st.....I

588—JOHN HENNEY, NEW YORK CITY, meets 2d Sun., 10 a.m., & 4th Sun., 6:00 p.m., Loeffler's Hall, 118 East 11th st.
J. D. Romer, 342 East 139th st.....C
T. Moore, 401 East 135th st.....F
Geo. L. Clark, 551 East 111st st.....I

589—GOLDEN LEAF, CONWAY, PA., meets 1st & 3d Tuesdays at 6:30 p.m., in Lewis Hall, 8th st., Freedom, Pa.
Jas. L. Croft, Box 628.....C
H. Culver, Freedom, Pa. Box 628.....F
Henry J. Ripper, Box 212, Freedom, Pa. I

590—CLOUDHOPF, EL PASO, TEXAS, meets 2 & 4 Monday, 2:30 p.m., K. of P. Hall, Buckler Bldg.
J. M. Pettenger, 1517 Missouri st.....C
Albert Texas 1117 Texas st.....F
J. M. Riddle, Box 73, Alamogordo, N. Mex.....I

591—DALHART, TEXAS, meets 1 & 3 Sun., at 2:30 p.m., Federation Hall.
J. E. Cushman.....C
V. J. Hawkins, Box 284.....F
Chas. Koort.....I

592—SOLDIER SUMMIT, HELPER, UTAH, meets every Sun., 2 p.m., K. of P. Hall.
J. D. Lamanyon.....C
J. F. Whitney, Box 408.....F & I

593—MEXICAN CENTRAL, GOMEZ PALACIO, DURANGO, MEX., meet 2d & 4th Sunday.
L. J. Hubbard.....C
J. W. Mann, Apartado 122.....F
Clayton Lemon, Apartado 117.....I

594—HOME SEEKERS, CHAFFEE, MO., meets 1 & 3 Sunday, 2:30 p.m., and 2 & 4 Monday, 7:30 p.m., in B. of B. T. Hall, Yookum ave.
L. S. McConachie, Box 5.....C
A. L. Phillips, Box 382.....F
L. J. Phillips, 588 Broadway, Cape Girardeau, Mo.....I

595—ATLANTIC CITY, N. J., meets 1st & 3d Sunday in Red Men's Hall, Atlantic & Michigan aves.
Phillip Stohliberger, Jr., 701 N. Arkansas av.....C
Chas. N. J. Smith, 1648 Broadway, Camden, N. J.....F
Raymond R. Harrison, 1405 Broadway, Camden, N. J.....I

596—ARE SCHIDLE, ST. JOSEPH, MO., meets 1 & 3 Monday, 2:30 p.m., in I. O. F. Hall, St. Joseph av. & Woodson st.
W. E. Newlove, 1922 N. 4th st.....C
P. E. Halloran, 225 Highland av.....F
Frank Cosgrove, 221 North 7th St.....I

597—MARTIN GASTER, RICHMOND, IND., meets 2d Tuesday, at 8 p.m., and 4th Sunday, at 9:30 a.m., in Little Bldg., cor. 9th and Main sts.
J. W. Hoey, 502 N. 18th st.....C
E. J. Hiatt, 32 N. 19th st.....F
R. H. Hodgkin, 217 N. 14th st.....I

598—PORT ARTHUR, SHREVEPORT, LA., meets every Monday, at 7:30 p.m., in McAdams Hall.
J. M. McNeil, 704 Boulevard av.....C
J. F. Quill, 418 Maple st.....F
A. R. Coomber, 1256 Travis st.....I

600—GEORGE D. BROOKE, MCNASHALL TOWN, IOWA, meets 2nd & 4th Sun., 2 p.m., German Odd Fellows Bldg. lat. ave. & State St.
M. Kelleher, 298 S. 3rd av.....C
E. C. Brown, 407 S. 3rd st.....F
R. A. McMain, 228 1st av.....I

601—LAFAYETTE, JERSEY CITY, N. J., meets 2 & 4 Sun., 10 a.m., in Masonic Hall, cor. Pacific av. and Maple st.
Theo. R. Mertz, 310 Whitten av.....C
J. B. Hoffman, 65 Boltwood st.....F & I

602—J. F. HAHAN, CHAMPAIGN, ILL., meets 2d Sun., 4th Mond. at 2 p.m., P. L. Hayes, 104 W. Springfield ave.
C. J. Sabin, 507 S. Randolph st.....C
E. S. Scudder, 212 West Vine st.....I

603—LUDLOW, KY., meets every Monday, 1:30 p.m., Masonic Temple, corner Elm & Kinner sts.
H. G. Crissenger, 76 Linden st.....C
John C. Mann, 62 Hightway.....F
T. J. McLean, 20 Carmel st.....I

604—GEO. A. HANCOCK, SHERMAN, TEXAS, meets 1st & 3d Saturday at 2 p.m., in Woodmen's Hall.
P. H. Lillis, Grand av.....C
E. W. Keatley, E. William st.....F
R. Hanna, 704 N. Matey st.....I

605—NORTHERN IOWA, ESTHERVILLE, IOWA, meets 1st & 3d Sunday at 2 p.m., in K. of P. Hall.
T. E. Beall.....C
L. Lough.....F
E. J. Ketchum.....I

606—ELMO SALEM, ILL., meets 1st & 2d Sun., 3d & 4th Thurs., 7:30 p.m., in G. A. R. Hall, West Main st.
H. W. Grube.....C
R. W. Harrod, 250 N. Main st.....F
Wm. A. Leonard, Box 197.....I

607—ST. RISE, CALAIS, MAINE, meets 1st & 3d Sunday at 1 p.m., in K. of P. Hall.
Everett Haddock, Box 414.....C
W. L. Wheeler, Box 298 Milltown, Me F
H. A. Robinson, 41 Germant st.....I

608—NEW JERSEY SOUTHERN, LAKE HURST, A. J., meets in Red Men's Hall, 3d & 4th Sunday at 1:30 p.m.
W. J. Morton, Box 24.....C
John Manion.....F
W. F. Hartman.....I

609—OKLAHOMA, SHAWNEE, OKLA., meets 2nd & 4th Sunday, 1:30 p.m., I. O. O. F. Hall, 16 R. roadway.
E. Detrick, 628 N. Market st.....C
A. A. Sweet, 501 N. Louisa st.....F
Wm. Martin, 204 S. Minnesota av.....I

610—TENNESSEE RIVER, PADUCAH, KY., meets 1st & 3d Sunday at 10 a.m., in Steigers Hall, 6th & Jackson sts.
T. M. Slison, 521 Clark st.....C
G. Herring, 528 S. Third st.....F
J. J. Gillespie, Lexington, Tenn.....I

611—W. E. BURSE, ELDON, MO., meets 1st & 3d Sun. in every month, 9 a.m., Masonic Hall.
C. G. Brittingham.....C
A. G. Darrell, Box 494.....F
R. H. Williams.....I

612—REEL RIVER, LOGANSPOUT, IND., meets 1st & alternate Sundays at 9:30 a.m., in New Ben Har Hall, corner 1st & Broadway.
W. Corlis, 200 Montgomery st.....C
M. Fitzgerald, 200 Montgomery st.....F
J. J. Fitzgerald, Marydye & Vine st.....I

613—I WILL, DOLTON, ILL., meets 1st & 3d Sunday at 2 p.m., in A.O.U.W. Hall.
E. A. Cook, 1085 Chicago st.....C
L. A. Trefz, L. Box 16.....F
C. H. Daily.....I

614—SADDLE MOUNTAIN, MONTEREY, MEXICO, meets every Wed., 2:30 p.m., Shepards Hall.
W. A. Nickel, Collegio Cival No. 100 C
Joe Wood, Apartado No. 521.....F & I

615—ALEX. STRUTHERS, SR., DOUGLAS, ARIZONA, meets 1st & 3d Saturday at 7:30 p.m., in A. O. U. W. Hall.
A. H. Struthers, 653 17th st.....C
D. Struthers, 935 14th st.....F
Alfred J. Smith, 940 11th st.....I

616—BROOKFIELD, MO., meets in I. O. O. F. Hall, Main st., 2nd & 4th Tuesday, at 1:30 p.m.
M. DeVoy, 324 cor. East Brooks & Shelly sts.....C
A. J. Seelman, 339 E. Sedgewick st. F
C. H. Leaphar, 232 Mason st.....I

617—SATTAL TINKER, BRISTOL, VA., meets 1st & 3d Sunday at 1:30 p.m., in Masonic Hall.
J. T. Martin, Sta. B.....C
C. E. Lundy.....F & I

618—RADER, PORTAGE, WIS., meets 2d Thurs. 7:30 p.m., & 4th Sun. 2 p.m., Eagles' Hall, Eulburg Building.
Fred. Bennett, 415 E. Pleasant st. C
T. C. Murphy, 321 W. Marion st.....F
Wm. Wushburn, 224 Oneida st.....I

619—WM. REISE, PRANSITAWAY, PA., meets 2d & 4th Sunday, 2 p.m., in Reiser bldg., cor. Main and Cunningham Wm. Murray.....C
P. J. Nolan, 612 Pine st., West End F & I

620—BART, TEX., meets every Sunday at 9 a.m., in Bowers Bldg.
G. W. Salley.....C
E. D. Wilcox.....F
John Johnson, Box 216.....I

621—WYBROKE, NER., meets 1st and 3d Saturday, 7:30 p.m., I. O. O. F. Hall.
J. R. Worden.....C
K. O. Parrish.....F
Paul Norton.....I

622—ALLANCE, NER., meets 2d and 4th Thurs., eve., at I. O. O. F. Hall.
C. H. Rockey.....C
A. H. Robbins, 508 Bighorn av.....F & I

623—W'COOK DIVISION, W'COOK, NER., meets 2d & 4th Sundays at 2 p.m., in I. O. O. F. Hall.
Walt Stokes.....C
W. D. Burnett.....F
N. A. Newkirk.....I

624—SHERIDAN, WYO., meets at 2 p.m., 1st & 3d Sundays, I. O. O. F. Hall.
F. P. Costlin, 835 No. Main st.....C
W. C. Reid, 576 E. 8th st.....F
R. C. Daugherty, 316 E. 8d st.....I

625—ST. ANTHONY, MINNEAPOLIS, MINN., meets 2d & 4th Sunday at 7:30 p.m., Odd Fellows' Hall, 4th st. and Central ave.
J. V. Piper, 304 8th st., St. E. C
Amos Piper, 729 5th st., St. E. F & I

626—MONTANA CITY, MONTANA, PA., meets 1st Sunday at 2 p.m., and 3d Sun. at 7:30 p.m., K. of P. Hall.
E. E. Cope, 101 So. Franklin st.....C
H. C. Bogue, 115 W. Washington st.....F
Wm. D. Williams, 115 Grant st.....I

627—CHANDLER, ALLIANCE, O., meets 2d & 4th Sunday, Modern Woodmen's Hall, East Main st.
Eugene Prox, 98 N. Union av.....C
S. H. Work, 504 N. Indiana av.....F
G. M. Scranton, 715 N. Washington I

628—FISHY SPEER, CEDARTOWN, GA., meets 1st & 3d Sunday, 2 p.m., in I. O. O. F. Hall.
W. C. Wheeler, Box 76.....C
John T. Phillips, 322 Stables st., F & I

630—MARK TWIN, HANNAH, MO., meets in A.O.U.W. Hall, 3rd & Broadway, 1st & 4th Monday, 2 p.m.
 F. H. Reynolds, 200 Chestnut O
 Joe W. Tankard, 311 Ben La Mond st. S.S.F.
 F. T. Marsh, Box 162 I

631—A. H. HARKLEY, ENID, OKLA., meets every Sun., 7 p.m., in Eagles Hall, Milton Orr, 912 Washington av. O
 A. W. Bell, 315 W. Walnut st. F
 A. Rodgers, 222 Oak st. I

632—THUNDER CAPE, FORT ARTHUR, O., meets 1st & 3d Sun., 1st. Clock, I. O. O. F. Hall, Cumberland st. O
 Wm. Dohm, 6 Crown st. C
 W. H. Nash, Box 616 F
 M. E. Ardell, Box 493 I

633—HODGKIN, HINDEN, LA., meets every Tuesday, 7:30 p.m., in K. of P. Hall, D. Linehan O
 C. J. Claxton, Hope Ave. I
 W. M. Benson, Hope Ave. I

634—WISCONSIN VALLEY, TONAWANDA, WIS., meets 2d & 4th Sundays.
 A. B. Brosted, New Lisbon, Wis. C
 W. F. Bingham, Lock Box 35 F
 Phil Thompson, New Lisbon, Wis. I

635—THEO. ROOSEVELT, GLENN'S FERRY, INDI., meets every Saturday at 7:30 p.m., in Heron's Hall.
 John McCabe C
 E. L. Thompson F
 C. H. Straight I

636—CLEARFIELD, PA., meets 1st Tues. after 1st Mon., 7:30 p.m., & 4th Sun. 2:30 p.m., F. O. E. Hall.
 C. E. Deland, 111 Dalt st. C
 H. S. Buck, 1004 Dorey st. F
 Alex. Bell, 127 Fulton st. I

637—AVERY H. PARSONS, SILSHEE, TEX., meets 2d & 4th Sunday at 1:30 p.m. in K. P. Hall.
 Fred Hanne O
 John H. Strohoff F
 P. A. Short, box 68 I

638—SARINAS, MONCLOVA, COAH., MEX., meets 2d & 4th Monday afternoon in Conductors' Hall.
 E. W. Green, Box 24 C
 J. J. McKenna, Box 24 I
 A. A. Ahrens, Box 13 I

639—C. R. GRAY, H. 60, OKLAHOMA, meets every Mon. 1:30 p.m. in Engineers' Hall, Main and Spring sts.
 J. S. Carson, L. Box 252 C
 Jno. I. Merideth F
 W. L. Roberts, P. Box 604 I

640—BROOKLYN, TECHNICAL, BROOKLYN, N.Y., meets 1st Sat. at 8:30 p.m. and 3rd Sun. at 10:30 a.m. 407 Bridge st. near Fulton st.
 G. W. Deleamer, 624 Bainbridge st. C
 J. A. Stinger, 325 63d st. F
 J. H. Hane, 584 Cooper st. I

641—CALTON, L. BERRY, CH. HEBELDA, MD., meets 1st & 3d Sat. 7:30 p.m., I. O. O. F. Hall, C. City Hall Bldg 3d floor.
 E. F. Biggs, Lock B. 151, Ridgely, W. Va. C
 C. H. Debaugh, Ridgely, W. Va. F
 P. F. Haller, Pear st. & Shriver av. I

642—T. W. WELCH, HORVELL, N.Y., meets in Eng. Hall, every Tues. at 1:30 p.m.
 J. W. McCarthy, 7 Adams av. C
 F. A. Allen, 157 East Main st. F & I

643—CRESTON, IOWA, meets every Sunday at 10 a.m., in Liberty Bldg.
 L. C. Abbott, 405 E. Montgomery st. C
 T. M. Kenworthy, 405 New York av. F
 F. G. Peterson, 1102 No. Sycamore st. I

644—OTTUMWA, IOWA, meets 1st Mon. 2 p.m. & 3d Sun. 7:30 p.m. in O. R. C. Hall, cor. Main & Market sts.
 J. H. Rowland, 1643 E. Main st. C
 G. R. Hadden, 1341 E. Main st. F
 M. J. Canney, Cooper st. I

645—ILLINOIS, AT GALESBURG, ILL., meets every Sun. 2:00 p.m., Macabee Temple.
 C. B. Johnson, 133 Blaine av. C
 J. F. Linsley, 261 So. West st. F
 J. J. MacHale, 129 Fulton st. I

646—Q. AT CHICAGO, ILL., meets at Star Lodge Hall, Western av. and Lexington st., 2d Sunday 8 p.m., 4th Monday at 8 p.m.
 Ernest Fisher, 738 S. Kedzie av. C
 G. H. Miller, 965 S. Millard av. F
 O. Danziger, 980 S. Roman av. I

647—TYLER, SAVANNAH, GA., meets 1st & 3d Sunday at 10 a.m., in K. of P. Hall, cor. Barnard and York sts.
 W. E. King, 2d Liberty st. C
 S. C. Calhoun, 217 3rd St. W. F. & I

648—ARIZONA, PRESCOTT, ARIZ., meets 1st & 3d Sat. 7:30 p.m., K. of P. Hall, S. E. Landon, Gurley & Granitests. C
 Allan Love, 527 E. Sheldon st. F & I

649—AMERSON, WAYCROSS, GA., meets 1st & 3d Sunday at 2 p.m., in Red Men's Hall, Lett & Hitch Bldg.
 G. W. Barnes, 14 June st. C
 J. W. Lyon, 30 Elizabeth st. C
 S. B. Spear, 64 Remeshart st. I

649—W. E. FUTCH, BRUNSWICK, GA., meets 2d & 4th Sunday at 2 p.m., in Odd Fellows Hall.
 Jas. Baylage, 103 E. st. C
 J. D. White, 301 E. st. F
 C. T. Calnan, 102 O. st. I

650—THOS. J. RILEY, DURAND, MICH., meets 1st & 3d Sunday, K. O. T. M. Hall, W. Spillane O
 J. Lossing F & I

651—ETHEL PARKER, COLUMBUS, O., meets 2d & 4th Sunday at 2 p.m., in Odd Fellows Hall, 674 W. Broad st.
 F. W. Crawford, 48 N. Princeton av. C
 Geo. B. Vickery, 1236 W. Broad st. F
 W. A. Jer, 55 N. Princeton av. I

652—BANNER, TAMAUCA, PA., meets 2d & 4th Sunday at 2 p.m., in Reate Hall, E. Broad st.
 E. L. Ehrlich, Box 256 O
 Geo. S. Edwards, 421 W. Broad st. F & I

653—BLACK DIAMOND, ALLENTOWN, PA., meets 1st & 3d Sunday of every month
 Claude Bros. Hall, 31 No. 7th st. C
 B. J. Reilly, 403 Priscilla st. C
 J. F. Gibbons, 307 Ridge av. F & I

654—

655—JOHN GLYNN, COUNCIL BLUFFS, IA., meets 5th Sunday & 3d Monday of every month in Macabees' Hall.
 H. Hornberger, 801 So. 8th st. C
 H. F. Madison, 814 S. 7th st. F
 W. W. Ayres, 100 S. 6th st. I

656—RAJOR BYRNE, ST. MARV, PA., meets 2d & 4th Sunday at 7:30 p.m., Hall Block.
 C. W. Small, 447 Washington st. C
 J. J. Coyle, 256 Brussels st. F
 R. C. McFarland, 175 Euclid av. I
 Brookville, Pa. I

657—ASH KENNEDY, REVELSTOCK, B.C., meets 1st & 3d Wed. of each month in Selkirk Hall.
 L. Patrick, Box 2 C
 S. H. Stingley, Box 2 F & I

658—HAYDON, ONT., meets 2d & 4th Monday, 1:30 p.m., I. O. O. F. Hall.
 John Toman, Box 639 C
 John H. Boylan F
 Thomas Bennett I

659—SINCLAIR, RIFFALO, N. Y., meets 2d & 4th Sun. of each month at 2 p.m., in Selkirk Hall.
 Boysers Hall, Swan and Elmlee sts. C
 Frank H. Goodenough, 34 Kamper av. C
 Geo. J. Pfeiffer, 107 Peabody st. F
 Frank C. Watkins, 510 S. Division st. I

660—TROPICO, LOS ANGELES, CAL., meets 1st and last Sunday, 1:30 p.m., and 3rd Saturday, 8 p.m., Masonic Hall, 1556 E. 1st st.
 G. G. Mason, 230 East 2d st. C
 Chas. Diefenbaugh, 1905 E. 2nd st. F
 J. H. Cross, 335 S. State st. I

661—W. J. MC ANDREWS, ST. THOMAS, ONT., meets every Sunday, 2:30 p.m., I. O. O. F. Hall.
 Joseph Gant C
 Jas. Flowers F
 H. W. Buckpitt, 14 Elizabeth st. I

662—LOS ANGELES, CAL., meets 2d and 4th Sat. eve. 7:30 p.m., I. O. O. F. Hall, 228 S. Main st.
 Jno. Bromwich, 143 E. 18th st. C
 Geo. Melrose, 471 E. 4th st. F
 Jno. Finlay, 206 S. Boyle av. I

663—STEEL CITY, SYDNEY, N. S., meets 1st Sunday eve. 20:15 & 3d Sun. eve. 14:30, Odd Fellows' Hall.
 Chas. Wilson C
 Alex. R. Johnson, 563 George st. F & I

664—J. E. MC CREIGH, SAN LUIS OBISPO, CAL., meets 2d & 4th Sundays, 10 a.m., Elks Hall.
 J. A. Burke, 1045 Leff st. C
 M. F. Rittinghouse, 405 Pismo st. F
 W. T. Cushing, 1225 Fulton st. I

665—BEARDSTOWNS, ILL., meets 1st & 3d Monday & 2d Sunday, 2 p.m.
 J. M. Spence, 1101 Washington st. C
 R. A. Guthrie F & I

666—G. S. MC KEE, JACKSON, TENN., meets Monday, 2 p.m., K. of P. Hall, 3 S. Dodds, 44 N. Royal st. C
 H. L. Foster, 346 No. Hayes av. F
 J. H. Edwards, 236 Steadard st. I

667—F. S. THORPE, BRANDON, MANITOBA, CAN., meets 1st & 3d Tues. 19:30 o'clock
 I. O. O. F. Hall, 8th st. C
 W. Clendenning C
 R. V. Turner, 391 5th st. F
 S. H. Godley, 215 5th st. I

668—L. C. CLEMONS, HARRISBURG, PA., meets 2d & 4th Sun. at 1:30 p.m., at Stroufer's Hall, 451 Broad st.
 E. S. Melchior, 629 Keiser st. C
 T. J. McClintock, 307 Broad st. F & I

669—BUREA VISTA, MEXICO, MEX., meets every Monday night at 8 p.m., Odd Fellows Hall.
 John L. Cullen, Calle Buena Vista, No. 123 C
 H. W. Carr, 1a Cipres, No. 25 Vivienda, No. 65 F & I

670—F. H. GREGORY, LAFAYETTE, LA., meets every Thurs. 7:30 pm, B of R T Hall, over Lafayette Bank.
 W. V. Norfleet O
 E. Schumacher F
 W. F. Malitz I

671—OGEMA, ENDERLIN, N. DAK., meets 2nd Mon. eve. & 4th Sun. afternoon, Masonic Hall.
 Chas. Stabler O
 H. W. Shaw F
 Henry Kooyer I

672—WARREN S. STONE, MEMPHIS, TENN., meets every Sunday at 9:30 a.m., Dugan Hall, Penn. & Iowa av.
 H. Hiltbrunner, 588 Middleton av. C
 W. T. Stephens, 54 Penn av. F
 F. M. Andrews, 228 W. Virginia av. I

673—VALLEY, PITTSFORD, PA., meets 2d Mon. 7:30 p.m., 4th Sun. 2 p.m., K. of the G. E. H. 11, 77 So. Main st.
 Wm. Smith, 222 Park st. C
 Wm. Sites, 402 Ereter st. F
 Geo. Kraft, 40 Curtis st. I

674—ST. LOUIS VALLEY, BIRBY, ILL., meets 2d & 4th Sundays at 2 p.m.
 H. E. Reynolds C
 E. J. Fuller F
 E. E. Reisinger, Du Po, Ill. I

675—H. A. MILLER, COUNCIL GROVE, KAN., meets 1st & 3d Wednesdays at 1:30 p.m., K. & L. of B. Hall.
 H. A. Miller C
 P. S. De Hoff F
 H. J. Humphrey I

676—ORIZABA MOUNTAIN, ORIZABA, MEX., meets every Thurs. 7:30 p.m., No. 12 Collision de Monteel.
 W. F. V. Newton, 8a de Beneficencia, No. 94 C
 J. O. P. Pilkington, Apartado No. 65, Vera Cruz, Mex. F
 Robt. Davidson, 2a J. M. Morelos, No. 20. I

677—RAINY LAKE, VIRGINIA, MINN., meets 1st & 3d Sun. 2 p.m., Eagles' Hall
 Lester L. Flindt, Box 288 C
 Harley Jackson, 222 Oak st. F
 Mark McCarthy, 415 Walnut st. I

678—CALEDONIA, LINA, O., meets 1st & 3d Tues. & 2d & 4th Fri. 7 p.m., Mitchell Hall, N.E. cor. of Main st. Public Square.
 J. W. Olinger, 427 N. Pierce st. C
 W. H. Warner, 625 Delphos av. F & I

679—BRIDGEBURG, ONT., meets 1st Wednes. & 3d Tues. I. O. O. F. Hall, Rodman Walsh, 1891 Niagara st., Buffalo, N. Y.
 M. R. Harvey C
 Charles Findlay I

680—ELBERTA, JACKSONVILLE, TEX., meets Mon. 8 p.m., K. of P. Hall.
 J. S. Evans, Box 265 C
 J. S. Frampton, Box 265 F
 L. E. Andrus, Box 225 I

681—MEADOW VALLEY, CALIENTE, NEV., meets 1st & 3d Sunday, 7:00 p.m.
 Jas. H. Johnson C
 E. E. Smith F
 B. F. McKee I

682—NEW HOPE, HANCOSH, IND., meets 2nd Sun. 2 p.m. & 4th Thurs. 8 p.m., in Fraternity Hall.
 W. H. Green, 231 S. Plummer av. C
 P. A. Lucas, 730 Sibley st. F & I

683—JAMES LEAHY, CHICAGO, ILL., meets 2d & 4th Sunday, 8 p.m., at 181 East Randolph st., Hall No. 1.
 M. A. Lea, 1560 Fulton st. C
 N. W. Bennett, 27 Powell Park F
 Jas. Hughes, 218 N. Springfield av. I

684—J. J. HANLIN, ATLANTA, GA., meets 2nd & 4th Sundays, 1:30 p.m., Redmen's Hall, 86 Central av.
 H. B. Young, R. F. D. No. 7, Woodward Station, Atlanta, Ga. C
 Leo Whitley, 820 Capital av. F & I

685—COL. T. B. KENNEDY, CHAMBERSBURG, PA., meets 2d & 4th Sunday 10 a.m., Trust Bldg.
 Henry Betz, Broad st. O
 U. G. Hawbecker, Camp Hill, Cumberland Co., Pa. F
 T. M. Horn, 251 E. King st. I

686—C. B. PARRON, BONNE TERRE, MO., meets 2d & 4th Sunday at 2 p.m.
 J. W. Renard C
 W. Reynolds F
 Wm. Evans I

687—COUNCIL OAK, SIOUX CITY, IOWA, meets 2d Mon. 7:30 p.m., 4th Sun. 10 a.m., Krummham, Hall, Court and Fourth st.

H. W. Butterfield, 1007 8th st. O
Wm. H. Male, 411 West 4th st. F
John Donaldson, 131 J Court st. I

688—ELIZABETH, N. J., meets 2d Sat. 8 p.m. and 4th Sun. 2:30 p.m., J. O.
A. M. Hall, 206 Broad st. O
Geo. R. Rowland, 500 Cherry st. O
Geo. H. Squier, 15 Warren av., Roselle Park, N. J. F
Michael V. Rangan, 148 Court st. I

689—SCHOFIELD, MONTREAL, P. Q., meets 2d & 4th Sunday 2 p.m., Merchants Bank Hall, cor. St. Lawrence, Main & St. Louis sts.
G. B. Martyn, 455 St. Catherine st. I
John Williams, 51 Van Horne av. F
Outremont Jct. F
A. T. Houston, 138 Quebec st., Outremont Jct. I

690—WESTON, WESTON, V. A., meets every Sun 1 p.m., Cit. Bank Bldg.
Ray Malone, 100 Main st. O
R. E. Smith, 100 Main st. F
W. T. Morgan, 100 Main st. I

691—ISLAND FOND, V. I., meets 2nd & 4th Sunday 2:30 p.m., Engineers' Hall.
G. B. McKelvey, 100 Main st. O
D. O. Foss, Jr., 100 Main st. F
John Sloan, 100 Main st. I

692—TUFANAP, NEV., meets 1st & 3rd Thurs. at 7:30 p.m., Miners Union Hall.
G. A. Bankston, L. box 697. O
J. B. Whitlock, L. box 697. O
O. J. Mudgett, L. box 697. O

693—E. KIRKHAM, NEWARK, N. J., meets 1st Fri. 8 p.m. and 3d Mon. 9 a.m., McMahon's Hall, Callopie and Dryades sts.
Chas. Miller, 1317 S. Derbigny st. O
Robert Ligon, 2812 First st. F
H. A. Meeghel, 4023 Palmyra st. I

694—SHERBROOKE, P. Q., meets 1st & 3d Sunday, 1:30 p.m., Odell's Hall, 67 Wellington st.
C. A. Martyn, Grand Central Hotel. O
E. W. Gibson, 12 Goodhue st. F & I

695—MINOT, N. D., meets 1st & 3d Sun., 2 p.m., K. of P. Hall.
Fred Almy, 418 Main st. O
Jos. Crow, 425 Victoria st. F & I
Dan D. Swensen, 508 So. Ward st. F

696—CURRIE, ATLANTA, GA., meets every Sun. 2:30 p.m., Red Men's Wigwam, 86 Court av.
J. M. Costner, 408 Gordon st. O
G. B. Beauchamp, 257 S. Boulevard. I
H. P. Wooten, 238 Court st. I

696—BIG SANDY, ASHLAND, KY., meets 2d & 4th Sundays, 1:30 p.m., Workmen's Hall, 15th st. & Greenup av.
T. O. Sonner, 1800 E. Winchester av. O
B. L. Wesley, 1222 E. Winchester av. F & I

697—LITTLE SIOUX, CHEROKEE, ILL., meets 1st & 3d Sunday, 2 p.m., Maconbee Hall.
L. P. Nelson, 535 W. Cedar st. O
W. A. Wallace, 402 W. Cherry st. F & I

700—O. W. MOON, BAKER CITY, OREG., meets 1st & 3d Sat., 7:30 p.m., Eagles Hall, Front st.
U. S. Carpenter, 1055 4th st. O
Frank M. Shurtliff, 419 Front st. F & I

701—E. W. CABLE, COTTER, ARK., meets 2d & 4th Sun. 7:30 p.m., K. of P. Hall.
E. A. Lamb, 100 Main st. O
C. D. Elliott, 100 Main st. F
C. A. Schmitz, 100 Main st. I

702—OWASSO, MICH., meets 2d & 4th Sun. 2 p.m., Burke's Hall.
F. G. Pulcifer, 307 Ball st. O
C. H. Pillans, 612 E. Main st. F & I

703—JOHN R. LEE, TEAGUE, TEX., meets Sunday 9 a.m., Headlee Hall.
R. T. Daniels, 100 Main st. O
V. L. Plummer, Box 106. O
A. Zeanon, Box 106. F

704—SAR RAPAIL, CAL., meets 2nd & 4th Tues. in Elmerich Hall.
J. F. Manney, 100 Main st. O
J. J. Keating, Bausalito, Cal. O
H. D. Grant, 217 Mission st. I

705—EPHRAIM MCCLARY, HARRISBURG, PA., meets 1st Sun., 1:30 p.m., & 3rd Wed., 7:30 p.m., Facklers Hall, 15th & Derry sts.
Jeremiah Shewers, 324 So. 14th st. O
Hiram Swavely, 1708 Regina st. F & I

706—E. E. WILLS, FITZGERALD, GA., meets every Sun. 2 p.m., K. P. Hall.
W. M. Martin, 301 N. Main st. O
John Lee, 408 S. Grant st. F
G. N. Morton, 68 Howe st., Waycross, Ga. I

707—NORRIS CITY, NORRISTOWN, PA., meets 1st Sat. 7:30 p.m., and 3d Sun. 1:30 p.m., Odd Fellows Temple, 230 West Main st.

Harry C. Haas, Bridgeport, Pa. O
Jos. F. Costello, 48 E. 4th st., Bridgeport, Pa. F
Alex. Coull, 1029 Airy st. I

710—JOHN W. KEE, KANSAS CITY, KANS., meets 1st Mon. 7:30 p.m. & 3d Mon. 2:30 p.m., A. F. & A. M. Hall, Osage & Cory sts.

Joe T. Gleason, 1221 Washington st. O
Kansas City, Mo. O
Jos. W. McDonald, 19 So. Ferree st. F
M. Baier, 1257 Pennsylvania ave. I

709—BROOKS, HINGHAMTON, N. Y., meets 2nd & 4th Sun., 3 p.m., Odd Fellows' Hall, 259 Chesaungo st.

A. H. Cooper, 221 Chesaungo st. O
Chas. F. Whitaker, 204 Robinson st. F
T. McMahon, 73 Pine st. I

710—JOHN C. FOX, JAMESVILLE, WIS., meets 2nd & 4th Sun. 2 p.m., East Side Odd Fellows' Hall.

J. G. Gregory, 214 Washington st. O
Thos. J. Plesent, 521 Pleasant st. F & I

711—INDIANA, INDIANAPOLIS, OKLAHOMA, meets 2d & 4th Sun. 2 p.m., 100 E. Hall, N. Okmulgee av.

J. E. Stewart, 607 S. B. st. O
W. F. G. Pound, 1006 So. 1st st., Arkansas City, Kans. F
A. H. Pett, 201 Frankfort st. I

712—JEFF, JEFFERSONVILLE, ILL., meets 1st Sunday 9 a.m. & 3d Friday at 8 p.m., Elk's Hall.

Geo. Wetzel, 2808 W. Market st. O
Louisville, Ky. O
A. M. Grandall, 819 E. Court av. F
J. H. Hutchison, 1516 Duncan st., Louisville, Ky. I

713—ST. NEBO, SALT LAKE CITY, UTAH, meets 1st & 3d Wed. 8:30 p.m., Odd Fellows' Hall, Market st.

J. G. Bywater, 2063 Vernon av., Sugar, Utah. O
H. W. Anderson, 361 West 2d So. F
J. A. Sauer, 303 W. 2d N. O

714—A. F. SOUTHWORTH, CHARLESTON, W. VA., meets 1 & 3 Sun., 9:00 a.m. I.

O. O. F. Temple, Capitol & State sts. O
Jas. A. Kilcollins, Quincy, W. Va. O
Allen Hartley, 801 Morris st. F
G. Joachim, Quincy, W. Va. I

715—SASKATOON, SASK., CAN., meets 2d & 4th Sun., Masonic Hall.

James Shuttleworth, 100 Main st. O
E. Fraser, box 573. O
W. O. Jackson, Box 573. I

716—BATTLE RIVER, NORTH BATTLEFORD, SASK., CAN., meets 3d o'clock, Sears Hall.

A. H. Gregory, 100 Main st. O
Ernest Coppock, 100 Main st. F
E. R. Dobson, 100 Main st. I

717—IRVIN, AUGUSTA, GA., meets 1st & 3d Sun. 11:30 a.m., A. P. A. Hall, Broad & 14th sts.

F. F. Starr, 243 Telfair st. O
W. F. Kuhle, 409 Fenwick st. F
E. E. Clary, 335 Calhoun st. I

718—PALM LEAF, CARDENAS, SAN LUIS POTOSI, MEX., meets every Mon. 3 p.m., France Hall.

J. G. Keller, 100 Main st. O
A. S. Hall, Casa St. O
G. S. Stephenson, Casa St. I

719—ST-QUENTONCHEE, COLUMBUS, MISS., meets every Thurs. 7:45 p.m., Fraternity Hall, Main & 14th sts.

O. H. Brown, 409 North 13th st. O
J. W. Bealle, 1702 S. 4th av. F
W. H. Coburn, 426 S. 15th st. I

720—LINCOLN, SPRINGFIELD, ILL., meets 1st & 3d Mon. 7:30 p.m., Odd Fellows Bldg.

Wm. Watson, 124 So. 8th st. O
W. F. Campbell, 1516 So. 7th st. F
S. G. Brout, 260 Bradford st., Decatur, Ill. I

721—E. A. SHIPLEY, OKLAHOMA CITY, OKLA., meets 1st and 3rd Mon. 2 p.m., & 2d & 4th Mon. 7:30 p.m. B. of L. E. Hall, Robinson & Potte st.

C. W. McKinnon, 224 Choctaw st. O
E. Smith, 101 S. Robinson st. F
J. Quinn, 407 Potte st. I

722—JOHN WONDERLY, CARROLLDALE, PA., meets 1st & 3d Sun. 2:30 p.m., Leader Hall.

M. A. Hunter, 7 Porter av. O
J. A. Norris, 15 Chestnut av. F
Allen Sharr, 88 Park st. I

723—TENAGANI, NORTH BAY, ONT., CAN., meets 1st & 3d Sun. 2 p.m., in their hall, McIntyre st.

F. Morgan, 100 Main st. O
Neil Currie, box 8. F
James Wilson, Box 488. I

724—R. E. HAMMOND, VILLA GROVE, ILL., meets 2nd & 4th Sun. 2 p.m., and the following Fri. evening at 7 p.m., in Eagles Hall.

E. E. Koelmeser, 100 Main st. O
G. B. Owen, 100 Main st. F
Robert Schick, 100 Main st. I

725—CHAS. HAMILTON, WALNUT SPRINGS, TEX., meets every Sun. 9 a.m., K. of P. Hall.

John Uloth, 100 Main st. O
J. E. Lindquist, 100 Main st. F & I

726—ABERDEEN, & DAE, meets 2nd & 4th Sun., Odd Fellows Hall.

James Kelsoe, 100 Main st. O
Wm. Aggas, 104 5th av. E. O
A. R. Davidson, 507 3d St. So. I

727—STERLING, COLO., meets 1st & 3d Sat., 7:30 p.m., Red Men's Hall.

M. A. Snyder, Holdrege, Neb. O
C. H. Martin, 100 Main st. F
G. F. Ludwig, Box 361. I

728—GEORGINA RAY, PARRY SOUND, ONT., meets 1st & 3rd Sun. 2 p.m., Odd Fellows Hall.

Wm. Moore, Box 254. O
A. T. Granger, 100 Main st. F
J. W. Findlay, Box 503. I

729—L. L. MAJOR, HATTIESBURG, MISS., meets every Sun. 2 p.m., & 4 Fri. 7:30 p.m., Odd Fellows' Hall, 6th and 4th sts.

T. E. Kearns, 608 7th st. O
C. R. Dibert, 801 Howard ave. F
J. J. Conrad, 13 Milton Apartments, 8th & 12th sts. I

731—JEFF N. MILLER, KINGSVILLE, TEXAS, meets 2 & 4 Sunday, at 2 p.m., in Woodman's Hall.

H. A. Brishin, 100 Main st. O
Arthur G. Moore, 100 Main st. F
H. A. Murry, Box 23, Kingsville, Tex. I

732—W. C. HAYES, PORT JERRY, N. Y., meets every other Friday, 7:30 p.m., in Engineers' Hall.

N. W. Wellman, 4 Mt. William st. O
Timothy Cox, 27 Buckler st. F & I

733—HIGH DRY, VALENTINE, ILL., meets every Sun. 2 p.m., K. of P. Hall.

H. D. Sisson, 100 Main st. O
B. E. Adams, box 47. F
Frank Nigh, 100 Main st. I

734—HIGHLAND, DENVER, COLO., meets every Monday, 7:30 p.m., Liberty Hall, 1539 Platte st.

F. L. McCartney, 2543 15th st. O
T. Hinchelliff, 2253 West 34th av. F
J. B. Wallace, 3420 W. 32d av. I

735—YAQUI, GUAYMAS, MEX., meets every Sun. 7:30 p.m., Masonic Hall.

Ed Shepard, Box 72. O
T. S. Brooks, Box 72. F
J. M. Ritz, Nogales, Ariz. I

736—LAKE WICHITA, WICHITA FALLS, TEX., meets every Wed. 8 p.m., K. of P. Hall.

M. H. Barwise, Box 181. O
E. Kilander, Box 853. F
A. C. Bennett, 1101 Barnett st. I

737—LAKE DAUPHIN, DAUPHIN, MAN., meets 1st Sunday 14:30 o'clock & 3d Friday 12:30 o'clock, I. O. F. Hall.

Jas. M. McLeod, 100 Main st. O
Donald W. Campbell, 100 Main st. F
Jas. H. Arnold, 100 Main st. I

738—ARKANSAS, ELDORADO, ARK., meets every Sunday, 7 p.m.

Pat Eagan, 100 Main st. O
J. F. McLaughlin, box 256. F
G. O. Moore, 100 Main st. I

739—KERN VALLEY, BAKERSFIELD, CAL., meets 2d & 4th Wed. 8 p.m., Maude's Hall.

Oscar F. Phillips, 1911 17th st. O
J. G. Fraser, 1808 16th st. F & I

740—P. KILDIFF, PRATT, KANS., meets every Sun. 2 p.m., M. W. of A. Hall.

H. H. Stamper, Liberal, Kans. O
F. J. Farrington, 100 Main st. F & I

741—WAYNE, ORVILLE, O., meets 2nd Wed. 7:30 p.m., and 4th Sunday, 1:30 p.m., B. of R. T. Hall, Erie Bldg.

Wm. G. Lamb, 224 N. Monroe ave., Columbus, O. O
Jas. A. Bowers, Box 611. F & I

742—E. W. RICHMOND, TRAVERSE CITY, MICH., meets 2d and 4th Sun.: 30 p.m., Odd Fellows Hall.

Fred Beamish, 100 Main st. O
Warren Cooper, 718 S. Union. F & I

743—SHENANDOAH VALLEY, ROANOKE, VA., meets 2d & 4th Sun. 9:30 a.m. I.

O. O. F. Hall, Jefferson st. F & I
J. E. Webb, 802 7th av., S. E. F & I

144—PAINTED ROCK, LOWARD, MONT., meets 1 and 3 Sunday, 2 p. m., 2 & 4 Monday, 7 p. m., E. of L. E. Hall. Wilbur Davenport, Lewistown, Mont. F
S. A. Jorgensen, Harlowton, Mont. I

145—B.C. WHELAN, CLEVELAND, O. meets 1 Sunday, 8:30 a. m., and 3 Friday, 8 p. m., Hanna block, Woodland & East 58th sts. Jno. W. Chisholm, 8100 Linwood av. O
Jno. H. Carrow, 1217 118th st. F
Wm. Bill, 1754 E. 31st st. I

146—JAMES RIVER, JAMESTOWN, N.D.A. meets 1st & 3d Sat. 8 p. m., Foresters' Hall. D. C. Wood. O
John T. Wantland. F & I

147—SHANROCK, MINICO, ONT. meets 1 Tuesday, 2:30 p. m., and 3 Tuesday, 7:30 p. m., New Toronto Hall. Alexander Mitchell. O
Harold P. Wilson. F
William Hastings. I

148—CANPANA, TUCUMCARI, N. MEX. meets 1st & 3d Mon. 7:30 p. m., 2d & 4th Mon. 2:30 p. m., I. O. O. F. Hall. J. B. McAlpine. C
E. E. Clark, Box 78. F
Edward Shields. I

149—W. B. BEST, RAINY RIVER, ONT. meets 2 and 4 Sunday, 2 p. m., B. of L. E. Hall. P. J. Nolan. O
Thomas Davies. F
F. Allen. I

150—LETHBRIDGE, ALBERTA, CAN. meets 2 and 4 Sundays, 2 p. m. G. F. James, box 438. O
James Wallwork, box 298. F
George McNabb, box 601. I

151—GEO. F. FUNKE, GASAWAY, W. VA. meets 1 and 3 Sun. av., 7:30 p. m., Lynch's Hall. Joseph Daugherty. O
R. F. Smith, box 128. F
William Johnson. I

152—RENSSELAIRE, N.Y., meets 1st Sun. 2 p. m., 3d Fri. 8 p. m., Select Knights' Hall, Broadway & Partition st. E. Miles, Round House, East Albany, N. Y. O
W. L. Grinton, 141 N. Boulevard, Albany, N. Y. F
D. S. Forgue, 20 Green st. I

153—CITADEL, QUEBEC, P. Q. meets 2 and 4 Sunday, 2 p. m., Fraternal League Hall, St. Joseph st. H. O. Blanchet, 800 Ft. Valier st. O
John McTeer, 129 Des Fosses st. F & I

154—SOUTHERN INDIANA, TERRE HAUTE, IND., meets 1 and 3 Monday, 7:30 p. m., Mahan Hall, 17th and Hulman sts. John Garrity, 1509 Washington ave. O
E. B. Bishop, 1513 So. 10th st. F
W. R. Barnes, 1600 College av. I

155—CALCASIEU, DE QUINCY, LA. meets 1st and 3d Sunday, 3 p. m. J. J. Hannon. F
B. Hayes. F & I

156—CANAL ZONE, CRISTOBAL, C. Z., PANAMA, meets 1st Sun. 1 p. m., in Cristobal, and 3d Sun. 1 p. m., in Las Cascaes. A. C. Stone, Las Cascaes, C. Z., Panama. O
W. H. Buckius, Pedro Miguel, C. Z., Panama. F & I

157—CASCADE, NEW CASTLE, PA. meets 2d & 4th Tues. evening, K. P. Hall. S. A. Barnes, N. Cedar st. O
A. G. Matthews, W. Clayton st. F & I

158—R. C. MORRIS, VANCOUVER, WASH. W. H. Hofacker. O
O. P. Seal. F & I

159—COM. WITHERSPOON, GREENSBORO, N. C. meets every Sat. 8 p. m., Greensboro Nat. Bank Bldg. J. J. W. Harris, 317 Walker av. O
L. A. Atkinson, 400 Gorrell st. F
W. M. Perdue, 350 S. Ash st. I

160—LACKAWANNA FARMSTEADERS, PA. meets 1st Sun. 2:00 p. m. & 3d Sun. 10 a. m., I. O. O. F. Hall, Cortland & Crystal sts. O. H. Travis. O
W. Homer Lee, Box 25. F
Edwin M. Weller. I

161—HUSSELSHELL, MILES CITY, MONT. meets 2d & 4th Sun. Wibaux Hall. Wm. Chambers, Box 373. O
Thos. Brown. F
Geo. Bennett, Box 118. I

162—V. A. BURGESS, MEMPHIS, TENN. meets Tues. 9:30 a. m., Grave Hall, cor. McLamore & Rayburn av. W. A. Dodds, 476 Edith Place. O
G. J. Griffin, 1050 Barton av. F
W. A. Chrisman, 275 Lucerne Pl. I

163—W. A. THOMPSON, FAIRVIEW, OHLA meets 1st & 3d Wednesday, 2:30 p. m., Brown's Hall. H. H. Rodman, Box 88. O
Jas. A. Jones, Box 13. F
A. Galletty, 3.6 St. Francis av., Wichita, Kans. I

164—RIVERS, NAN.

165—T. M. SALMON, FERRIDAY, LA. meets every Sun., 7 p. m., City Hall. R. I. Ragland. O
S. A. Jones. F
S. K. Dixon, Bastrop, La. I

166—MT. CHARLESTON, LAS VEGAS, NEV. meets 1st & 3d Tues. 2 p. m., & 2d & 4th Tues. 7 p. m., Hickey's Hall. Chas. Ireland. O
Geo. H. Badenhausen. F & I

167—PORT MORRIS, N. J.

168—THIEF RIVER, THIEF RIVER FALLS, MINN. meets 1st & 3d Sun. 10 a. m., Masonic Hall. A. C. McLane. O
W. A. Boreen. F & I

169—SANFORD, FLA.

170—HIGH SPRINGS, FLA.

171—NEW BERN, N. C.

172—FITCAIRN, PA.

173—PORT PIERCE, FLA.

174—GUADALAJARA, MEX.

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Neville W. Duval, Sec., 1142 6th st., Louisville, Ky.

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D. C. West, Sec., Old Town, Me.

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G. W. Rice, Sec., 2a Calle Zaragoza No. 1, Mexico, D. F.

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H. L. Campbell, Sec. and Treas., New Albany, Miss.

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J. E. Henley, Sec., 12 Windsor av., Norfolk, Va.

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Wm. T. Nickels, Sec., Dickinson, N. D.

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H. E. Fox, Sec. & Treas., 630 State st., Conneaut, O.

N. Y. N. H. & H.—F. S. Evans, Chr., 96 Winter st., Norwood, Mass.
G. H. Witherell, Sec., 80 First st., New Haven, Conn.

N. Y. O. & W.—Wm. Grady, Chr., 266 West Fifth st., Oswego, N. Y.
F. B. Case, Sec. & Treas., Box 251, Cornwall-on-Hudson, N. Y.

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J. H. Habacker, Sec. & Treas., 1006 So. 11th st., Paducah, Ky.

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O. C. Marian, Sec., 216 Main st., Stroudsburg, Pa.

ORE. SHORT LINE.—L. Seilstrom, Chr., 446 N. Main st., Pocatello, Idaho.
George Hepperly, Sec., 480 N. 2d West st., Salt Lake City, Utah.

ORE. R. R. & NAV. CO.—G. O. Barnhart, Chr., E. 2303 3d av., Spokane, Wash.
A. E. Curtis, 153 Morris st., Sta. H., Portland, Ore.

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J. A. Donlin, Sec., 329 N. VanBuren st., Wilmington, Del.

PENN. LINES WEST OF PITTSBURG—Frank Johnston, Chr., 103 Laurel av., Ben Avon, Pa.
H. L. Fidler, Sec., 17 Jefferson ave., Indianapolis, Ind.

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Geo. E. Bartlett, Sec., 1 Ringuette Place, Grand Rapids, Mich.

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U. G. Hill, Sec., West Newton, Pa.

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Q. & C.—N. O. & N. E. A. & V., and V. S. & P.—Chas. A. Higgin, Chr., 4100 Harriest, Meridian, Miss.
C. W. Kennedy, Sec., 408 Washington st., Monroe, La.

READING SYSTEM.—Arthur Reese, Chr., 36 Mauch Chunk st., Tamaqua, Pa.
Wm. H. Burnell, Sec., 720 Fifth st., Catasauqua, Pa.

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O. S. Perry, Sec., 2305 E. Broad st., Richmond, Va.

RITLAND SYSTEM.—C. F. Dennis, Chr., 21 Pine st., Rutland, Vt.
H. D. Holden, Sec., 23 Main st., Rutland, Vt.

SAN ANTONIO & ARAUAS PASS.—O. J. Martin, Chr., 223 Rische st., San Antonio, Texas.

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E. E. Smith, Sec., Box 31, Caliente, Nev.

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R. M. Sparkman, Sec., 22 W. Third st., Jacksonville, Fla.

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W. T. Dalton, Sec., 1120 S. 17th st., Terre Haute, Ind.

SOUTHERN KY.—J. I. Whiddon, Chr., 824 Curd st., Macon, Ga.
H. G. Senseney, Sec., 201 Spring st., Charleston, S. Carolina.

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J. G. O'Connor, Sec., Thomas, W. Va.

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O. A. Simpson, Sec. & Treas., 714 Monroe st., N. E. Minneapolis, Min.

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S. V. Ulah, Sec. Wabash av., Carnegie, Pa.

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A. Blankinship, Sec. & Treas., 1025 Latham st., Memphis, Tenn.

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A. L. Rambo, Sec., Henry Hall, Axline, Ohio.

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MRS. HARRY ST. CLAIR, Grand Secy., 1729 Market st., Logansport, Ind.
All orders from Subdivisions including address must be sent to the Grand Sec.

1—CRESCENT, CHICAGO, ILL., meets 1st & 3d Thursdays, 2 p. m., room 412 Masonic Temple, State st.
MRS. P. J. CULPIN, Highland Park, Ill.
MRS. Wm. Miller, 1730 Park ave., S.
MRS. M. Hughes, N. 218 Springfield av. I

2—SILVER LEAF, GRAFTON, W. VA., meets 2d & 4th Thurs., 2 p. m., K. of P. Hall.
MRS. Hattie Martin, Walnut st., P.
MRS. M. Farnsworth, 377 Warder av., S.
MRS. Cora E. Swisher, 325 Dewey av., W. Grafton, I

3—RANER, ST. JOSEPH, MO., meets 2d & 4th Thursdays, 2 p. m., Engineer's Hall, cor. 7th & Charles sts.
MRS. W. J. Trent, 1404 S. 10th st., P.
MRS. W. R. Marshall, 2308 N. 12th st., S.
MRS. John Doyle, 1806 S. 9th st., I

4—CHARITY, LOGANSPOET, IND., meets 2d & 4th Thursdays, 2:30 p. m., T. B. H. Hall, Winfield Bk.
MRS. Lizzie Eisenblise, 1527 Market st., P.
MRS. Abbie A. Truman, 1400 Broadway S.
MRS. Howard Johnson, 827 16th st., I

5—MRS. W. H. WILLIS, CHICAGO, ILL., meets 1st & 3d Wednesdays 2:30 p. m. in K. of P. Hall, 9231 Cottage Grove ave.
MRS. A. Monie, 244 91st st., S. Chicago, P.
MRS. Stewart Gilkinson, 9575 Burnside ave., S.
MRS. N. Schilling, 2607 99th place., I

6—DIAMOND, SUNQUAHSNA, PA., meets alternate Thursdays, at 3 p. m., in K. of P. Hall, Exchange st.
MRS. William H. McCann, Box 171, P.
MRS. R. L. Whited, box 1071, S.
MRS. Ella Boyden, I

7—PEARL, GARRETT, IND., meets 1st & 3d Wed., at 2 p. m., in B. of L. E. Hall, Randolph st.
MRS. O. E. Fitzgerald, P.
MRS. J. R. Gehlhausen, 612 Randolph st., S.
MRS. H. A. Gard, I

8—GRATIOT, FORT HURON, MICH., meets 2d & 4th Thursdays, 2 p. m., Rutherford Hall, 2339 Cherry st.
MRS. E. J. Waterworth, 2425 Forrest st., P.
MRS. H. A. Rutherford, 2339 Cherry st., S & I

9—E. E. BRIDELL, JACKSON, MICH., meets 2d & 4th Thursdays, 2:30 p. m., B. L. E. Hall, Webb Bk., Mechanic st., P.
MRS. G. L. Parshall, 501 Teneyck, P.
MRS. Allie Wellhan, 424 N. Elm st., S.
MRS. Ada Bisbee, 219 Hargis st., I

10—HOPE, PEORIA, ILL., meets 2d & 4th Wednesdays, 2:30 p. m., Society Hall, Observatory Bldg.
MRS. Lella Applegreen, 335 Faraday st., P.
MRS. Anna Hinman, 618 Oakland av., S.
MRS. Mary Moore, 705 Warner Av., I

11—FLOWER CITY, ROCHESTER, N. Y., meets 2d & 4th Thursdays, 7:30 p. m., Odd Fellows Hall, Clinton st.
MRS. Frances Manning, 20 Orange st., P.
MRS. Sophia Burns, 1836 Main St., S.
MRS. Lucy P. Couch, 26 Brock st., I

12—P. C. WASHBURN, CHILLICOTHE, MO., meets 2 & 4 Thursdays, at 2 p. m., B. L. E. Hall, cor. Main & Mulberry sts.
MRS. E. R. Roderick, 359 2nd st., P.
MRS. John E. Cadden, 328 E. Water st., S.
MRS. August Michaels, 640 E. 7th st., I

13—CITY, SAGINAW, E. S., MICH., meets 1st & 3d Wed., 2:30 p. m., Lester Adam's Hall, cor. Warren & Potter Sts.
MRS. M. Alexander, 836 N. Washington St., P.
MRS. Wm. G. Grier, 315 Fifth av., S.
MRS. Wm. J. Tibbitts, 1000 Bk., Tuscola St., I

14—EXCELSIOR, SPRINGFIELD, ILL., meets 2d & 4th Thursdays, Odd Fellows Hall, cor. 4th & Monroe sts.
MRS. L. Colvin, 321 S. 4th st., P.
MRS. W. C. Conover, 3010 E. Washington st., S.
MRS. M. J. Barron, 617 N. 4th st., I

15—ENTERPRISE, SEDALIA, MO., meets 2d & 4th Wednesdays, 2:30 p. m., in I. O. O. F. Hall, South Ohio st.
MRS. Chas. Boyle, 1101 E. 10th st., P.
MRS. P. H. Finch, 609 W. 3rd st., S.
MRS. C. W. Goodwin, 302 W. 3rd st., I

16—CLOVERLEAF, CHARLESTON, ILL., meets 2d & 4th Wednesdays, 2 p. m., Odd Fellows' Hall, Sixth st.
MRS. O. W. Parks, 1107 Jefferson st., P.
MRS. John Darigan, 124 6th st., S.
MRS. J. E. Scully, 1239 Jackson st., I

17—CRYSTAL, DETROIT, MICH., meets 1st & 3d Wednesdays, 2:30 p. m., Elks' Temple, Monroe ave.
MRS. T. Teahen, 151 Mt. Vernon av., P.
MRS. R. D. Briggs, 370 McMillan st., S.
MRS. Walter Smith, 927 Military av., I

18—FRIENDSHIP, FT. WAYNE, IND., meets alternate Wednesdays, 2:30 p. m., in B. L. E. Hall, 1222 Calhoun st., P.
MRS. Helen Carter, 634 Dewald st., P.
MRS. Clara A. Walker, 1311 Grace st., S.
MRS. Laura Durnell, 256 W. DeWald I

19—GOOD WILL, HUNTINGTON, IND., meets 1st & 3d Wednesdays, 2:30 p. m., in B. L. E. Hall, 9 Jefferson st., P.
MRS. Angie Huffman, 12 Wilkerson st., P.
MRS. Jennie Sprinkle, 105 Lincoln av., S.
MRS. M. E. Wymen, 63 S. Jefferson st., I

20—KEYSTONE, ALLEGHENY CITY, PA., meets 2d & 4th Thursdays, 2:30 p. m., Hall, cor. Bidwell & Pennsylvania sts.
MRS. I. Kichey, 3646 College av., Pittsburgh, Pa., P.
MRS. J. W. Keys, 610 11th st., Beaver Falls, Pa., S.
MRS. Geo. Wilson, 1317 Adams st., I

21—BETTER HALF, ATLANTA, GA., meets 2d & 4th Thurs., at 2:30 p. m., K. P. Hall, S. Pryor st.
MRS. Geo. D. Kitchens, 499 S. Pryor st., P.
MRS. Jos. C. Henderson, 456 Luckie st., S.
MRS. E. S. Andrews, 490 Capital av., I

22—SILVER STAR, GRAND RAPIDS, MICH., meets 1st & 3d Thurs., 2 p. m., B. of L. E. Hall, cor. S. Division & Sycamore st.
MRS. H. F. Warren, 335 Fifth av., P.
MRS. Thos. Healey, 725 Fifth av., S.
MRS. J. McCormick, 654 Cass av., I

23—FALL BROOK, CORNING, N. Y., meets 1st & 3d Wednesday 2 p. m. in Odd Fellows Temple, E. Erie av.
MRS. P. B. Ready, 141 Wall st., P.
MRS. Fred Harter, 329 1st st., S.
MRS. Jesse Newell, 65 E. 1st av., I

24—GRAND RIVER, TRENTON, MO., meets 2d & 4th Tuesdays, 2:30 p. m., B. L. E. Hall, Water st.
MRS. Eva Fouts, 102 Wabash av., S.
MRS. Mae Allen, 2301 Trenton av., S.
MRS. Weltha Collier, 308 College av., I

25—EULISSE, BELLEVILLE, MO., meets alternate Thursdays, at 2 p. m., B. L. E. Hall, Kilbourne st.
MRS. Charlotte Long, 807 E. Main st., P.
MRS. G. E. Pitcher, R. F. D. No. 4, S.
MRS. John Schuster, 228 High st., I

26—ARITY, DANVILLE, ILL., meets 2d & 4th Thursdays, at 2:30 p. m., in I. O. O. F. Hall, Vermilion st.
MRS. W. H. Dowker, 2397 Cannon st., Sta. B., P.
MRS. J. N. Powell, 4 Brewer av., Sta. B., S.
MRS. Horace Smith, 2205 Oaklawn, Sta. B., I

27—QUAKER CITY, PHILADELPHIA, PA., meets alternate Wednesdays, at 2:30 p. m., Davis Hall, 3530 Lancaster av., P.
MRS. Frank Miller, 3822 Brown St., P.
MRS. S. Pine, 3808 Fairmount av., S.
MRS. Amelia Harvey, 3736 Lancaster av., I

28—CLIMAX, ERIE, PA., meets 1st & 3d Tuesdays, 2:30 p. m., B. L. E. Hall.
MRS. W. H. O'Brien, 705 E. 18th st., P.
MRS. C. F. Kiefer, 410 Walnut st., S.
MRS. A. W. Diley, 702 E. 21th st., I

29—PRAIRIE CITY, TERRE HAUTE, IND., meets 1st & 3d Wednesdays, 2:30 p. m., Swope Block, cor. 7th & Ohio sts., P.
MRS. Edward Shea, 635 N. 9th st., P.
MRS. G. E. Vignessney, 940 N. 9th St., S.
MRS. W. C. Davis, 929 N. 9th st., I

30—GOLDEN SEAL, PARSONS, KAN., meets 1st & 3d Thursdays, at 2:30 p. m., in B. L. E. Hall.
MRS. Carrie B. Downs, 1603 Washington av., P.
MRS. Harry Davis, 2431 Crawford av., S.
MRS. F. H. Kroger, 1511 Crawford av., I

81-MARQUETTE, MARQUETTE, MICH., meets 1st & 3d Wednesday, 2:30 p.m., Keough's Hall, Washington st.
Mrs. J. Brown, 204 Adams st.
Mrs. A. Swinton, cor. Washington & 4th sts.
Mrs. W. D. Roany, 742 Bluff st.

82-FIDELITY, CONNEAUT, O., meets 1st & 3d Thurs., 2 p.m., B. L. E. Hall, cor. State and Chestnut sts.
Mrs. J. M. Griffith, 420 Jackson st.
Mrs. Wesley Bartlett, 562 State st.
Mrs. Ella B. Laughlin, 648 State st.

83-MAGIC CITY, ROBERLY, MO., meet 1st & 3d Wednesday, 2 p.m., Stamm's Hall, cor. Reed & Williams st.
Mrs. H. Turner, 518 West Hollins st.
Mrs. J. H. Sims, 80 West Reed st.
Mrs. Geo. Morsey, 314 E. Rollins st.

84-CORONA, FINKBO, COLO., meet 1st & 3d Wednesday, 2:30 p.m., in B. of L. E. Hall, cor. Union av. & Ost. Mrs. Hattie A. Reilly, 617 E. Evans av.
Mrs. Emory H. Ash, 619 E. Routt av.
Mrs. Laura Elliott, 417 Santa Fe st.

85-GOOD CHIEF, GREEN BAY, WIS., meet 2d & 4th Wed., 2:30 p.m., R. of P. Hall, cor. Main & Washington st.
Mrs. F. Spooner, 418 N. Maple av.
Mrs. C. Baker, 716 S. Ashland st.

86-SUNBEAM, BARABOO, WIS., meet 1st & 3d Saturday, 2 p.m., B. L. E. Hall.
Mrs. Elma Taylor, 423 1st st.
Mrs. A. W. Foster, 110 1st st.

87-GENEKNITY, LITTLE ROCK, ARK., meet 2d & 4th Friday, at 2:30 p.m., O. B. O. Hall, 1000 1/2 Markham st.
Mrs. Chas. Seymour, 1100 North st.
Mrs. A. A. Dequiere, 206 S. Cross st.
Mrs. Mary Mangie, 1413 W. 4th st.

88-A. REASONER, ROBERTS, N. J., meet 1st & 3d Wednesday, at 2:30 p.m., in Reinken's Hall, 127 Hudson st.
Mrs. A. C. Yard, 41 Roseville av.
Mrs. C. O. Taylor, 120 Ogden av.
Mrs. W. Umpleby, 629 4th st., Weehawken.

89-SUNFLOWER, NEWTON, KAN., meet 1st & 3d Fridays, 2:30 p.m., B. L. E. Hall, 507 1/2 Main st.
Mrs. Eugene A. Devorraux, 324 W. South 3d st.
Mrs. John Snyder, 507 Plum st.
Mrs. Sarah Hamilton, 312 W. 8th st.

90-ANCHOR, CHICAGO, ILL., meet 2d & 4th Thursday, 2 p.m., in Franklin Hall, Fraternity Bldg., 70 Adams st.
Mrs. B. Coppess, 3548 Western av.
Mrs. F. McGregor, 217 Prairie st.
Mrs. L. B. Baxter, 8239 Washington st.

91-CRISWELL, NEWARK, O., meet 1st & 3d Thursday, 2:30 p.m., B. of L. E. Hall, East Main st.
Mrs. Nellie E. Johns, 16 Webb st.
Mrs. L. E. McManus, 159 Elmwood av.
Mrs. Ona May, 69 8th st.

92-SUNSET, CINCINNATI, PA., meet 1st & 3d Thurs., 2:30 p.m., B. L. E. Hall.
Mrs. B. F. Kohn, 122 Spruce st.
Mrs. C. W. Hawk, 534 Susquehanna st.
Mrs. L. A. Bright, 643 Fourth st.

93-COTTON STATE, MERIDIAN, MISS., meet 1st & 3d Wed., 2:30 p.m., B. of L. E. Hall, cor. 40th av. & 5th st.
Mrs. H. A. Mayes, 1025 5th av.
Mrs. R. T. Gilmore, 4012 South st.
Mrs. Henry Schlager, 4018 South st.

94-PEPPERWACK, SLATER, MO., meet 1 & 3 Thursday, 2 p.m., Masonic Hall.
Mrs. A. Prewitt, Box 383.
Mrs. Geo. Jaques, Box 254.
Mrs. Lela B. Dyer, Box 67.

95-KENTUCKY BELLE, SHERBURN, ILL., meet 2d & 4th Wednesday, 2:30 p.m., Johnston's Hall, Main st.
Mrs. John Dikeman.
Mrs. H. A. Lindle.

96-QUEEN CITY, DENVER, COLO., meets 1st & 3d Wed. 2 p.m. in Mac's Hall, 16th st.
Mrs. T. H. Miller, 222 W. 9th av.
Mrs. R. McBride, 2822 Humboldt st.
Mrs. A. S. Ragsdale, 4529 Zenobia st.

97-NEW ENDEAVOR, MATTOON, ILL., meets 1st & 3d Thursday, 2 p.m., K. of P. Hall, Broadway.
Mrs. Jos. Oragan, 721 Prairie Av.
Mrs. Dan Flynn, 801 Broadway.
Mrs. Harrie Morris, 1301 Prairie av.

98-SIENNA NEVADA, SPARKS, NEV., meets 1st & 3d Tuesday, B. L. E. Hall.
Mrs. B. F. Dolan.
Mrs. E. Shepley.
Mrs. H. L. Huston.

99-GRANITE STATE, CONCORD, N. H., meets 2d Wed. & 4th Thurs., at 3 p.m., B. L. E. Hall, Hills Bk., N. Main st.
Mrs. E. C. Cress, 48 N. Spring st.
Mrs. J. M. Callahan, 24 Essex st.
Mrs. C. Doherty, 11 Thorndyke st.

100-ST. LOUIS STAR, ST. LOUIS, MO., meets 2d & 4th Wednesday, 1:30 p.m., Anchor Hall, cor. Jefferson & Park.
Mrs. Julia White, 2914 Eads av.
Mrs. Clara G. Wood, 1323 Hickory st.
Mrs. Chas. Condell, 3922 Farnell st.

101-HERCUT, CEDAR RAPIDS, IA., meets 1st & 3d Tuesdays, 2 p.m. Rudolph Hall, cor. 1st st. & 1st av.
Mrs. H. B. Trener, 532 F. av. West.
Mrs. F. C. Barber, 113 S. 5th st.
Mrs. J. Sankot, 411 N. 13th st.

102-LITTLE MIAMI, COLUMBUS, O., meets 1st & 3d Tuesday, 2 p.m., Castle Hall, Main & Third sts.
Mrs. Mary E. Cassell, 158 W. 1st av.
Mrs. Mary Leopold, 501 St. Clair av.
Mrs. Mary Manning, 772 Neil av.

103-RESCUE, MINNEAPOLIS, MINN., meets 1st & 3d Fridays, 2:30 p.m., Masonic Hall, cor. 25th st. and Central av.
Mrs. H. B. Martin, 2723 Polk St.
Mrs. O. E. Chapman, 2718 Filmore st.
Mrs. Sam Shepard, 2734 Polk st., N.E.

104-WALTER A. SCOTT, ALTOONA, WIS., meets 1st & 3d Thurs., 2:30 p.m., B. L. E. Hall.
Mrs. T. J. Killen.
Mrs. Chas. Larson.
Mrs. Carrie Coss.

105-VICTORIA, BLOOMINGTON, ILL., meets 1st & 3d Wednesday, Jacoby Hall, 613 Main st.
Mrs. Jas. Duncan, 615 W. Locust st.
Mrs. L. Harvey, 814 East Front st.
Mrs. M. F. Ramage, 909 N. Center st.

106-HARMONY, BRADFORD, PA., meets 2nd and 4th Tuesdays, 2:30 p.m., in Malta Hall, Main st.
Mrs. N. Davis, 63 Jefferson st.
Mrs. G. E. Lovelace, 21 Thompson av.
Mrs. C. W. Weld, 14 Miller st.

107-CORN CITY, TOLEDO, O., meets 2d & 4th Friday, 2 p.m., Anthony Wayne Hall, Broadway.
Mrs. Helen Christ, 549 Colburn st.
Mrs. Emma E. Colter, 129 Gibbons st.
Mrs. Marie L. March, 544 Knower st.

108-ROSE, DE SOTO, MO., meets 1st & 3d Wednesday, 3 p.m., K. of P. Hall.
Mrs. D. J. McDermott.
Mrs. O. L. Owen.
Mrs. J. H. Rohlfing.

109-GLENWOOD, PITTSBURG, PA., meets 1st & 3d Thursday, 1:30 p.m., in Barkers And., cor. 2d av. & Elizabeth st.
Mrs. F. Appelbe, 5311 Gertrude st.
Mrs. W. C. Corcoran, 60 Chest st.
Mrs. R. J. Coughaugh, 5018 Sunnyside st.

110-HOLLY, SAYRE, PA., meets 1st & 3d Tuesday, 7:30 p.m., in Talmage Hall.
Mrs. Chas. Palmer, 316 Desmond st.
Mrs. Alex. Thompson, 122 Elmer av.
Mrs. P. J. Laux, 606 N. Elmer av.

111-CITY OF HOWES, SPRINGFIELD, MASS., meets 1st & 3d Thursday, 2 p.m., in Memorial Bldg., Court st.
Mrs. H. D. Vining, 72 Church st.
Mrs. Geo. Hoffman, 20 Prospect st.
Mrs. A. S. VanAlstyne, 26 Fairview av., W. Springfield.

112-T. S. INGRAHAM, COLLINGSWOOD, O., meets 1st & 3d Tuesdays at 2 p.m., in K. of P. Hall, Collamer st.
Mrs. Annie M. Luce, 444 Manchester st.
Mrs. Nina Clemens, Mars st.
Mrs. C. O. Haskins, 181 Manning av.

113-VALLEY CITY, WEST BAY CITY, MICH., meets 2d & 4th Wed. 2 p.m., B. of L. E. Hall, Mead Block, W. Midland st.
Mrs. Lizzie Koyser, 311 N. Erie st.
Mrs. M. J. Dwyer, 629 N. Lynn st.
Mrs. Jennie O'Hare, 708 N. Walnut st.

114-MRS. S. J. COVER, ALTOONA, PA., meets 1st & 3 Thurs., 2:30 p.m., Golden Eagle hall, cor. 9th av. & 12th st.
Mrs. J. A. Lewis, 422 Sixth av.
Mrs. A. H. Brady, 922 22nd st.
Mrs. S. W. Arble, 1920 Union av.

115-RITCHEY, CLEVELAND, O., meets 1st & 3d Thursday, 2 p.m., stand., Pkthian Hall, 101-105 Huron st.
Mrs. J. C. Garrett, 10725 Garfield av.
Mrs. C. W. Ross, 5819 E. St. Clair st.
Mrs. Anna M. Jolley, 1427 E. 49th st.

116-GOLDEN ROD, PORT JERVIS, N. Y., meets alternate Friday, 7:30 p.m., Mondon's Hall, Pike st.
Mrs. C. H. McNaught, 24 Brooklynst.
Mrs. Floyd Beattie, 12 Church st.
Mrs. John Knauls, 49 Hudson st.

117-OIL CITY, OIL CITY, PA., meets 2d & 4th Thursdays at 2 p.m., in K. of P. Hall, Center st.
Mrs. Jennie Parkhurst, 111 Hoffman av.
Mrs. T. Smith, 40 Plummer st.
Mrs. Marion Wolcott, 56 Plummer st.

118-CONFIDENCE, ROANOKE, VA., meets 1st & 3d Wednesday, 2:30 p.m., Mystic Chain Hall, Jefferson st.
Mrs. A. D. Lane, 1001 4th av. N. W.
Mrs. J. A. Lemmon, 601 8th av. S. W.
Mrs. C. Fortune, 323 Campbell av. S. W.

119-SELLEBLY, FT. MADISON, IA., meets alternate Thursdays, 2:30 p.m., Payne's Hall, Santa Fe st.
Mrs. J. T. Spink, 1125 Third st.
Mrs. F. Newkirk, 2516 Des Moines st.
Mrs. G. Anderson, 2733 Des Moines st.

120-BERCHANT, CONSELLVILLE, PA., meets 2d & 4th Wednesday, 2:30 p.m., I. O. O. F. Hall.
Mrs. E. S. Marsh, 311 Pittsburg st.
Mrs. J. E. Zimmerman, 401 10th st.
Mrs. John Layton, 401 Washington st.

121-MRS. AGNES QUINN, KNOXVILLE, TENN., meets 2d & 4th Thurs., 2 p.m., in B. of L. E. Hall.
Mrs. J. C. Maiden, 251 Brookside av.
Mrs. E. A. Lloyd, 215 Pearl Pl.
Mrs. Idella Carnes, Henson Bldg.

122-A. B. YOUNGSON, HAZLETON, PA., meets 2d & 4th Thursday, Union Hall, cor. Wyoming & Green sts.
Mrs. J. Flock White, Haven, Pa.
Mrs. Harry Reck, 661 N. Vine st.

123-EMPIRE STATE, UTAH, N. Y., meets 1st Wed., 7:30 p.m. & 3d Wed., 2:30 p.m., Royal Arcanum Temp. 83 Deveroux st.
Mrs. N. H. Decker, 717 Mary st.
Mrs. Charles Ballard, 17 George st.
Frankfort, N. Y.

124-MARVIN HUGHITT, BOONE, MO., meets alternate Fridays, 2:30 p.m., Red Men's Hall, 7th & Story sts.
Mrs. A. W. Schaneman, 1109 N. Marshall st.
Mrs. W. A. Reed, The Maples.
Mrs. H. S. Barron, 1118 Carroll st.

125-EVENTIDE, EAST STRATTON, N. Y., meets 1st & 3d Fridays, 8:00 p.m., Masonic Hall, Manlius st.
Mrs. M. Lamphere, 100 E. Heman st.
Mrs. W. A. Hopkins, 508 W. Manlius st.
Mrs. Jennie Alexander, Yates st.

126-LAUREL, BUCHANAN, O., meets 1st & 3d Thursday, 7:30 p.m., B. L. E. Hall, Public sq.
Mrs. Nellie Hutchison, 275 Lucas st.
Mrs. Susie Knebler, 702 E. Mansfield.
Mrs. M. Stewart, 409 F. Middletown st.

127-KATE SHELLY, ARKANSAS CITY, KAN., meet 2d & 4th Tuesdays, 2:30 p.m., 407 So. 8th.
Mrs. B. B. Barry, 622 So. A. St.
Mrs. Nettie Davis, 708 So. A. St.

128-N. L. OSGOOD, READING, PA., meets 1st & 3d Wednesday, 2 p.m., in Odd Fellows' Temple Center st.
Mrs. Wm. Curtis, Walnut st.
Mrs. Sarah E. Trace, 702 N. Park av.
Mrs. H. D. Brown, 317 Prospect st.

129-ROYAL, BUFFALO, N. Y., meets 1st & 3d Thurs., 2 p.m., Odd Fellows Hall, 385 Elliott st.
Mrs. J. G. Bailey, 32 Buffum st.
Mrs. James W. Varley, 12 York st.
Mrs. J. Tunkey, 489 N. Division st.

130-J. H. OLMASEN, E. KATONAH, PA., 214 4th Thurs., 2:30 p.m., Odd Fellows Hall.
Mrs. Howard Swank, North st.
Mauch Chunk.
Mrs. C. B. Henry, E. Mauch Chunk.
Mrs. Frank Eck, 218 Ridge av. Allentown, Pa.

131-PASSI WPNCH, NEWPORT, VT., meets 2d & 4th Wednesday, 1:30 p.m., Lane's Hall, Main st.
Mrs. G. L. Clark.
Mrs. Geo. W. Foster.
Mrs. A. C. Needham.

132-MRS. W. F. HILF, BERKLEY, MASS., meet 1st & 3d Wed., 2:30 p.m., in Odd Fellow Hall, 309 Wyoming st.
Mrs. Thos. Colman, 662 N. Hyde Park av.
Mrs. John S. Loomis, 125 So. Hyde Park av.
Mrs. Thos. Toomey, 217 Fairview av.

133-EMERALD, DODGE CITY, KAN., meets 1st & 3d Thursday, Masonic Hall.
Mrs. Carrie Bainbridge.
Mrs. Margaret Shaw, lock box 18, Fort Dodge, Kans.
Mrs. Ella M. Taylor, box 363.

134-SPRINGFIELD, SPRINGFIELD, MO., meets 2d & 4th Thursday, 2:30 p.m., K. of P. Hall, E. Commercial st.
Mrs. W. A. Newman 128 E. Johnson av.
Mrs. J. C. DuBoque, 1360 Summit av.
Mrs. Mary Ketchum, 1619 Clay St.

135-GEN OF THE ROCKIES, LANARIE, WY., meets 1st & 3d Thursday, 2:30 p.m., in Odd Fellows Hall.
Mrs. Day & Road, 318 Fremont st.
Mrs. Hugh White, 301 Fremont st.
Mrs. Thos. H. Bayne, 235 W. 1st st.

- 86—HELPING HAND, CLINTON, ILL., meets 2d and 4th Thursdays at 2:30 p.m. in Red Men's Hall.
Mrs. Ella Robinson, 302 E. Main st. P
Mrs. Rose Tarlay, 617 E. Johnson st. S
Mrs. Mame Gallagher, 518 N. Madison st. I
- 87—ROCK CASTLE, CREWE, VA., meets 1st and 3d Friday, Masonic Hall.
Mrs. John Carlin, P
Mrs. M. O. Cheatham, S
Mrs. E. W. James, I
- 88—CAPITAL CITY, ALBANY, N. Y., meets 1 & 3 Friday, 2:30 p.m., Chancellor Hall, 67-69 Pearl st.
Mrs. John Yater, 532 Madison av. P
Mrs. Carrie Van Dyke, 22 Buchanan st. S
Mrs. Chas. Wriker, 25 Garfield Pl. I
- 89—CONAUGH VALLEY, CONENATCH, PA., meets 2d & 4th Thurs., 2:30 p.m., Bash's Hall, Main st.
Mrs. O. R. McDowell, Fourth st. P
Mrs. J. P. Lotz, Greaves st. S
Mrs. John Hoy, Second st. I
- 90—LOVE STALL, BIG SPRINGS, TEX., meets 1st & 3d Wednesday, 8 p.m., R. R. Union Hall.
Mrs. Castlow, P & I
Mrs. H. A. Elliott, P. F. Box 272. S
- 91—STRAWBERRY, GREENS, CENTRALIA, ILL., meets 1st & 3d Thurs., 2:30 p.m., B. L. E. Hall.
Mrs. E. Shepherd, 153 Hamm Blvd. P
Mrs. H. Torgerson, 382 Sycamore st. S
Mrs. Kate Pilsley, 614 W. Broadway. I
- 92—FORGET-ME-NOT, OGDENSBURG, N. Y., meets 2d & 4th Thursday, at 2:30 p.m. in I. O. O. F. Hall.
Mrs. L. W. Williams, 75 Patterson st. P
Mrs. J. H. Chilton, 72 Morris st. S
Mrs. J. A. Horton, 111 Jay st. I
- 93—GEM CITY, DAYTON, O., meets 2d & 4th Thursday, 2:30 p.m., Hollinscamp Hall, Jefferson st.
Mrs. P. Fairman, 329 E. 8d st. P
Mrs. E. Wed, 24 Flagg st. S
Mrs. Jos. Stockman, 119 Kirkman st. I
- 94—CLEAR CREEK, WINNLOW, ARIZ., meets 2d & 4th Thursday, 2:30 p.m., in Elks Hall.
Mrs. Cora Walcott, P
Mrs. E. Henderson, S
Mrs. Lee W. Morrison, I
- 95—ANTHRACITE, POTTSVILLE, PA., meets 2d & 4th Thursday, 2 p.m., P. O. S. of A. Hall, N. Centre st.
M. S. H. E. Wilson, 506 E. Norwegian st. P
Mrs. J. N. Hunter, 107 N. George st. S
Mr. F. McGovern, 404 Washington st. I
- 96—LOVE, COLUMBIA, ILL., meets 2d & 4th Wed., 2 p.m., in Metropolitan Hall, cor. 44th ave. and Harrison st.
Mrs. H. M. Stettler, 2217 Congress st. P
Mrs. J. J. Beckler, 401 S. 47th av. S
Mrs. Walter Graves, 881 S. Taylor av. Oak Park, Ill. I
- 97—CASSELL, SIBBING, ILL., meets 1st & 3d Wednesday, 1:45 p.m., in I. O. O. F. Hall, cor. Chartiers and American av.
Mrs. Geo. Be bout, 809 May st. P
Mrs. J. O. Trullinger, 244 Harwood st. S & I
- 98—TOPEKA, TOPEKA, KAN., meets 2d & 4th Friday, 3 p.m., in K. & L. E. Hall, 701 Kansas av.
Mrs. E. J. Smith, 834 Madison st. P
Mrs. Mary G. Manker, 429 E. Euclid Ave. S
Mrs. Mary Fuller, 828 Madison st. I
- 99—F. S. EVANS, BOSTON, MASS., meets 1st & 3d Wednesday, 2 p.m., B. L. E. Hall, 194 Canal st.
Mrs. W. D. Boyle, Box 376, Ayer Mass. P
Mrs. F. A. Allen, 8 School st., Charlestown, Mass. S
Mrs. T. L. Wilkins, 23 Fearless st., Lynn, Mass. I
- 100—BOONSA TUNNEL MECHANICS, TULLE, S. Y., meets 1st & 3d Thursday, 7:30 p.m., in Mrs. Watter's Home.
Mrs. C. N. Pilling, N. Main st. P
Mrs. P. T. Doyle, 112 S. 2d st. S & I
- 101—GARDEN CITY, MISSOURI, LA. MONT., meets 1st & 3d Wed., 2:30 p.m., in I. O. O. F. Hall, Higgins av.
Mrs. M. L. Case, 428 N. 1st st. P
Mrs. Edmond Wolfe, 538 N. 4th st. S
Mrs. W. G. Marshall, 620 E. 4th st. I
- 102—ROCKY MOUNTAIN, EVANSTON, WY., meets 1st & 3d Tuesday, 2:30 p.m., Degree of Honor Hall.
Mrs. W. R. Gilpin, P
Mrs. Sadie Gilchrist, S
Mrs. B. Gitting, I
- 103—GILFLOPP, GILFLOPP, MISS., meets 1st & 3d Thursday, 2:30 p.m., B. of L. E. Hall.
Mrs. Anna Schuy Miller, 1511 21st av. P
Mrs. Wm. C. McDermott, box 246, Columbia, Miss. S
Mrs. W. McDermott, Mendonhall, Miss. I
- 104—GOLDEN STATE, LOS ANGELES, CAL., meets 1 & 3 Thursdays, 2 p.m., in Hall, 617 So. Broadway.
Mrs. H. W. Newbill, 3229 Darwin av. P
Mrs. G. F. Mantel, 2116 Darwin av. S
Mrs. Mary Watt, 789 1/2 Towne av. I
- 105—STEENKOP, BRIDGEPORT, OHIO, meets 2 & 4 Thurs., 2 p.m., Heinbrin Hall.
Mrs. Nora Brady, Hamilton st., Bel-Jaire, Ohio. P
Mrs. John Seidwitz, Bridgeport, O. S
Mrs. Andrew Tolmie, 433 35th st., Bel-Jaire, O. I
- 106—MRS. LELAND STANFORD, SAN FRANCISCO, CAL., 2d & 4th Tues., 2:40 p.m., Masonic Hall, 2638 Mission st.
Mrs. W. O. Airey, 227 Missouri st. P
Mrs. Belle Bushnell, 511 Broderick st. S
Mrs. E. E. Stewart, 3029 Howard st. I
- 107—CHARTER OAK, HARTFORD, CONN., meets 1st & 3d Tuesday, 2:30 p.m., G. A. R. Hall, Cheney Bldg., 925 Main st.
Mrs. Lee Smith, 227 Albany av. P
Mrs. W. Van Benschoten, 221 Liberty st. S
Mrs. J. A. Brennan, E. Hartford, Conn. I
- 108—GILBERT A. McLEAN, SALT LAKE CITY, UTAH, meets 2d & 4th Fri., 2 p.m., in Eagles Hall, cor. 2d South and 1st West st.
Mrs. Geo. Ladd, 620 So. 3d West. P
Mrs. C. M. Husbands, 23 Short Line av. N. 5th. West. S
Mrs. W. H. Crater, 143 So. 7th West st. I
- 109—WYOMING VALLEY, WILKESBARRE, PA., meets 2d & 4th Wednesday, 2 p.m., in G. A. R. Hall.
Mrs. John Burt, Miners Mills, Pa. P
Mrs. Annie Conway, 130 So. Grant St. I
- 110—ORIOLE, BALTIMORE, MD., meets 1st & 3d Wednesdays, 2:30 p.m., Claggetts Hall, 614 N. Fremont av.
Mrs. J. B. Smith, 621 E. 20th st. P
Mrs. Frank Hall, 618 E. 21st st. S
Mrs. Alice Metcalfe, 1042 Clifton Pk. I
- 111—MISS ELIZABETH K. FITZGERALD, MARTINSBURG, W. VA., meets 2d & 4th Tuesdays, 2 p.m., K. of P. Hall, cor. Queen & Burke st.
Mrs. A. C. Armstrong, 121 N. Center st. P
Mrs. L. B. Brooks, 625 Winchester st. S
Mrs. Lizzie Brantner, 307 Euclid st. I
- 112—WEST PHILADELPHIA, PHILADELPHIA, PA., meet alternate Thurs., 2:30 p.m., Davis Hall, 3334 Lancaster av.
Mrs. L. Mellinger, 709 N. 9th st. P
Mrs. J. E. Horne, 814 Fourteenth av. S
Moore, Pa. I
Mrs. Harry Mateer, 6432 Merion av. I
- 113—PROTECTION, DES MOINES, IA., meets 1st & 3d Tuesday, 1 O. O. F. Hall, 613 W. Locust.
Mrs. A. P. Fowler, R. F. D. No. 6. P
Mrs. M. F. Wiley, 1845 E. Grand av. S
Mrs. J. E. Platner, 813 Howe st. I
- 114—BELLEVUE, ST. ALBANS, VT., meets 1st & 3d Wed., 2:30 p.m., B. L. E. Hall.
Mrs. Geo. E. Taylor, 11 Upper Weldon st. P & I
Mrs. Harry Palmer, 16 Bishop st. S
- 115—COLUMBIA, WASHINGTON, D. C., meets 2d & 4th Thursday, 2 p.m., in McCann's Hall, 309 Penn. av. S E.
Mrs. Mary J. C. Criste, 606 Virginia av. S E. P & I
Mrs. L. J. Monaghan, 2009 Greenmount av., Baltimore, Md. S
- 116—COLUMBUS, COLUMBUS, G., meets 1st & 3d Thursday, 2 p.m., Hildreth Hall, cor. Hildreth av. & 26th st.
Mrs. Margaret Gallagher, 650 St. Clair av. P
Mrs. Mary Dickerson, 1019 E. Longest st. S
Mrs. Mary Roach, 1170 Hildreth av. I
- 117—MRS. C. L. BRETZ, CLEVELAND, OH., meets 2d & 4th Thursday, 1:30 p.m., I. O. O. F. Hall, Center st.
Mrs. Carrie McKenzie, 24 Frederick st. P
Mrs. Ella Rafter, 185 Virginia av. S
Mrs. Alice Smith, 199 Grand av. I
- 118—WHAT CHEER, PROVIDENCE, R. I., meets 2d & 4th Wednesday, 2:30 p.m., Rhode Island Hall, 37 Westminster.
Mrs. A. H. Mellor, 72 Exchange st. P
Mrs. G. Day, 348 Orms st. S
Mrs. Walter Rochford, 64 Walnut st., East Providence, R. I. I
- 119—SYMPATHY, RUTLAND, VT., meets 2d & 4th Wednesday, 2:30 p.m., R. C. Hall, Merchant's Row.
Mrs. O. H. Thompson, 104 Forest st. P
Mrs. E. L. Peluso, 76 Plain st. S
Mrs. D. Mahoney, 98 Forest st. I
- 120—UNION, CARBONDALE, PA., meets 1st & 3d Wednesday, 2:30 p.m., Cambrian Hall, cor. 7th av. & Church st.
Mrs. W. R. Thomas, 3 Salem av. P
Mrs. J. F. McCuskey, 28 River st. S
Mrs. G. H. Dimock, 18 Chestnut av. I
- 121—WILLING WORKERS, EASTON, PA., meets 1st & 3d Wed. in Vanderveer Hall, cor. 8th and Washington sts.
Mrs. Anna Ketchledge, 404 Nesquehoning st., South Easton. P
Mrs. Alice Stubblebine, 1168 Was.ington st. S
Mrs. J. Bennett, 921 Butler st. I
- 122—J. M. GUSKY, MILLVALE, PA., meets 1st & 3d Thurs., 2 p.m., 121 Ohio st.
Mrs. Geo. Engler, 8 Butler st. P
Mrs. J. E. Cavanaugh, 169 45th st. S
Mrs. William White, 121 Ohio st. I
- 123—VALVERDE, RAYON, N. M., meets 1st and 3d Thurs., 2:30 p.m., K. of P. Hall.
Mrs. Augusta Snell, N. 3d st. P
Mrs. C. J. Perkins, 620 N. 1st st. S
Mrs. C. L. Palmer, 216 N. 5d st. I
- 124—G. W. STEVENS, HIXTON, W. VA., meets 1st & 3d Wednesday, 2:30 p.m., at Plumley and Puckett Hall, 2nd ave.
Mrs. W. A. Saunders, P
Mrs. W. T. Lipscomb, 221 4th av. S
Mrs. A. G. Froeking, I
- 125—MRS. W. E. HOYT, ST. PAUL, MINN., meets 1st & 3d Wednesday, 2 p.m., Odd Fell's Hall, cor. 5th & Wabasha.
Mrs. J. W. Sullivan, 254 Aurora av. P
Mrs. Nellie E. Needham, 651 St. Anthony av. S
Mrs. A. B. Smith, 98 Sycamore st. I
- 126—HAMILTON, PARKERSBURG, W. VA., meets 2d & 4th Thursdays, 2:30 p.m., in I. O. O. F. Hall.
Mrs. Henrietta Wilson, 94 Mary st. P
Mrs. H. W. Baker, 408 Main st. S
Mrs. J. F. Dougherty, 1409 Spruce field st. I
- 127—GEO. F. WILSON, HORTON, KAN., meets 1st & 3d Thurs., 8 p.m., K. of P. Hall.
Mrs. Mary Whalen, P
Mrs. Maud Towars, S
Mrs. Ida Kirk, I
- 128—MONTREAL, INDIANAPOLIS, IND., meets 1st & 3d Thursday, B. L. E. Hall, Mass. av. & New York st.
Mrs. Wm. Weaver, 217 Park View av. P
Mrs. F. M. Simms, Tacoma Flat 6, Tacoma av. S
Mrs. J. S. McKibbin, 1411 E. Washington st. I
- 129—JUSTICE, AUGUSTA, GA., meets 2d & 4 Wed., 2:30 p.m., Red Men's Hall, Jackson st.
Mrs. H. Zeigler, 419 Calhoun st. P & I
Mrs. E. C. Clary, 435 Calhoun st. S
- 130—MRS. M. E. INGALLS, OLVINGTON, KY., meets 2d & 4th Thursday, 2 p.m., in Post Bldg., Madison av., between 4th and 5th sts.
Mrs. J. E. Fairhead, 1537 1/2 Greenup st. P
Mrs. G. E. Tyman, 205 McCoy av. S
Mrs. H. E. Gregory, 1823 Greenup st. I
- 131—FOREST CITY, LONDON, ONT., meets 1st & 3d Tues., 4:00 p.m., A. O. F. Hall, Dundas st.
Mrs. Jane Holt, 169 Wortley rd. P
Mrs. G. Trace, 220 Burwell st. S
Mrs. Geo. Morgan, 612 Colborne st. I
- 132—MRS. W. H. BERRY, LOUISVILLE, KY., meets 2d & 4th Tuesday, 2:30 p.m., Liberty Hall, Walnut st., between 2d & 3d sts.
Mrs. J. D. Pettigill, 634 W. Breckenridge st. P
Mrs. J. W. Shannon, 204 Maple st. S
Mrs. Pat Cain, 1230 Kentucky st. I
- 133—MAY FLOWER, PITTSBURG, KAN., meets 1st & 3d Thursday, 2 p.m., in I. O. O. F. Hall, West 5th st.
Mrs. Ellz. Neptune, 1808 N. Grand st. P
Mrs. Bird H. Reed, 193 N. Elm st. S
Mrs. Rosella Reeves, 210 E. 14th st. I
- 134—WATER CITY, HUNTSVILLE, ALA., meets alternate Tuesdays at 7:30 p.m. in B. L. E. Hall, 137 Main st.
Mrs. Geo. A. Badgley, 32 Genesee st. P
Mrs. J. M. Hadden, 7 Collier st. S
Mrs. William Hood, 343 Canisteo st. I
- 135—ROSWELL BILDER, LA CROSSE, WIS., meets 1st & 3d Tuesdays, at 2 p.m., B. L. E. Hall, La Crosse st.
Mrs. James O'Brien, 1643 Kane st. P
Mrs. Henry Benz, 1622 Kane st. S
Mrs. Anna Taylor, 815 Rose st., La Crosse, Wis. I
- 136—BIZPAH, HOWELL, IND., meets 2d & 4th Wednesdays, 2 p.m., in Clemmons Hall, Barker st.
Mrs. Christine Glycer, 106 Cumberland st. P
Mrs. F. Laswell, 200 Arlington av. S
Mrs. Martha Suter, Delmar av. I
- 137—BLUE MOUNTAIN, HARRISBURG, PA., meets 1st & 3d Thursday, 2 p.m., Manks Hall, 174 6th st.
Mrs. J. H. Plummer, 113 3d st. P
Mrs. Alonso Martin, 621 Menck st. S
Mrs. L. Keeney, 1929 N. 2nd st. I

122-STAR OF 1900, EL PASO, TEXAS, meets 1st & 3d Wednesday, 2:30 p.m., E. of P. Hall, Mesa ave.
 Mrs. W. F. Schoonmaker, 821 Boulevard st.
 Mrs. Dodie Frothro 1307 Wyoming st.
 Mrs. Margaret McGinnis, 617 Prospect st.
123-MURDOCK, GREENSBORO, PA., meets 2d & 4th Wed. 2:30 p.m., I.O.O.F. Hall
 Mrs. J. W. Gilchrist, 232 Alexander st.
 Mrs. J. M. McInnes, Ridge Way.
140-SHADY MAGUIRE, TUSCUMBIA, ALA., meets 2d & 4th Thursdays, 2 p.m., Masonic Hall.
 Mrs. S. J. Anderson.
 Mrs. J. A. Koyne.
141-DELAWARE, PHILIPSBURG, N. J., meets 2d & 4th Thurs. R.L.E. Hall.
 Mrs. Robert O'Hara, 2nd Main st.
 Mrs. Geo. Johnson, 238 Mercer st.
 Mrs. Allen Dodd, 32 Chambers st.
142-VESTA, DERRY STATION, PA., meets 1st and 3d Thursdays, 2 p.m., in I.O.O.F. Hall, Chestnut st.
 Mrs. John Brown.
 Mrs. R. M. Bridge.
 Mrs. William Kobb.
143-COLA SMITH, ELKHART, IND., meets 1st & 3d Thursday, 2:30 p.m., B. L. E. Hall, 614 S. Main st., 2d floor.
 Mrs. Mary Dibble, 608 2d st.
 Mrs. Cora B. Curran, 144 Division st.
 Mrs. Martha McMillen, 415 State st.
144-PRAIRIE GEM, CHEYENNE, WYO., meets 1st & 3d Tuesdays, 2:30 p.m., Fraternal Hall, Ferguson st.
 Mrs. W. A. Hopkins, 259 E. 19th st.
 Mrs. J. B. Libby, 1200 Maxwell st.
 Mrs. J. V. Ellis, 432 Evans st.
145-CONVENTION CITY, E. BUFFALO, N. Y., meets 1st & 3d Mondays, 7:30 p.m., in Leland Hall, 609 Walden av.
 Mrs. J. D. Cooper, 983 Lovejoy st.
 Mrs. George Seitz, 83 Burgard pl.
 Mrs. Wm. Candel, 1937 Bailey av.
146-SPRING CITY, FOND DU LAC, WIS., meets 1st & 3d Thurs., G. A. H. Hall, Main st.
 Mrs. W. H. Schell, 88 West Division st.
 Mrs. N. M. Lamp, 307 Bannister st.
 Mrs. F. Hackbusch, 1215 Broadway, N.
 Fond Du Lac, Wis.
147-WELCOME, ASHTABULA, O., meets 1st & 3d Thursday, 2:30 p.m., B. of L. E. rooms, cor. Main & Center st.
 Mrs. Wm. Bangs, 135 Prospect st.
 Mrs. Adley Gered, 19 Spruce st.
 Mrs. Mary Hall, 108 Station st.
148-AUTUMN LEAF, KANSAS CITY, MO., meets 2d & 4th Thursdays, 2 p.m., in Pyramid Hall, 1609 Penn av.
 Mrs. Chas. Irish, 2024 Jefferson st.
 Mrs. R. L. Milton, 2224 Mercer st.
 Mrs. W. Herriman, 2400 Wabash st.
149-MRS. ROBERT QUAYLE, CLINTON, IA., meets 2 & 4 Wed., 2:30 p.m., B. of L. E. Hall, cor. 10th & 4th st.
 Mrs. Claude Nichols, 1209 S. 7th st. P&I
 Mrs. D. L. Stamm, 714 S. 6th st.
150-MORALITY, KANSAS CITY, KAN., meets 1st & 3d Wednesday, 2 p.m., in College Hall, 730 Central av.
 Mrs. H. G. Steuder, 908 Pacific av.
 Mrs. J. F. Kohn, 616 Tenny av.
 Mrs. J. O. Denison, 229 S. 7th st.
151-THE BELLE, BELLE PLAINE, IA., meets 1st & 3d Tuesdays, 2:30 p.m., Red Men's Hall, 12th st.
 Mrs. Edward Striley.
 Mrs. Geo. Baxter.
 Mrs. T. F. Murray, 905 Sixth av.
152-LIAG, ARGENTINE, KS., meets 2d & 4th Thursdays, 2 p.m., Masonic Hall.
 Mrs. Katie Welch, 32 S. King st.
 Mrs. Howard, 50 S. 7th st.
 Mrs. Jennie Herrick, S. 7th st.
153-MRS. T. P. FOWLER, MIDDLETOWN, N. Y., meets 1st & 3d Wednesday, 2:30 p.m., Odd Fellows' Hall, North st.
 Mrs. Jos. Kelsey, 324 Broad st.
 Mrs. Theo O'Farrell, 140 Cottage st.
 Mrs. J. B. Ellenberger, 66 Grand av.
154-W. S. BELLES, SPOKANE, WASH., meets 2d & 4th Thursday, 2:30 p.m., State Armory Hall, cor. 2d & McClelland sts.
 Mrs. J. T. Campbell, 1911 Gardner av.
 Mrs. J. J. Rigger, E. 428 Indiana av.
 Mrs. Christina Stewart, E. 212 2d st.
155-GOLDEN RULE, NASHUA, N. H., meets 1st & 3d Tuesday, 2 p.m., Mechanics' Hall.
 Mrs. J. Frank Cook, 110 S. State st.
 Mrs. E. A. Collins, 18 Fairmont st.
 Mrs. E. A. Parker, 14 Harvard st.

156-OAKLAND, OAKLAND, CAL., meets 1st & 3d Wednesday, 2 p.m., Fraternity Hall, cor. 1th & Peralta sts.
 Mrs. M. A. Watson, 694 E. 25th st., E. Oakland, Cal.
 Mrs. W. A. Belden, 921 Adelaine st.
 Mrs. H. S. Gardner, 1314 8th st.
157-RHODOENDRON, BELLWOOD, PA., meets 2d & 4th Thurs. 2 p.m., Tucka-hoe Hall, bet. 12th & 13th, West Side.
 Mrs. Geo. Baker.
 Mrs. Thos. Houston.
158-NEOSHO VALLEY, CHANUTE, KAN., meets 2d & 4th Thursdays, 2:00 p.m., Workman Hall, Main st.
 Mrs. Fred Nixon, 301 S. Highland av.
 Mrs. Geo. Coleman, 623 S. Lincoln av.
 Mrs. Jessie Hannon, 324 W. 4th st.
159-SUCCESS, MEMPHIS, TENN., meets 2d & 4th Wed., 2 p.m., Odd Fellows Hall, Cor. Main & N. Court st.
 Mrs. W. H. Wright, 392 McLamore av.
 Mrs. J. M. Bruso, 218 Woodbridge av.
 Mrs. J. Haines, 240 Maryland av.
160-PRUDENCE, MURPHYSBORO, ILL., meets 2d & 4th Wednesday, 2:30 p.m., in Amity Hall, Tenth st.
 Mr. Arthur Delano.
 Mrs. Geo. Akin, 5 18th st.
 Mrs. Jas. Benson.
161-MAPLE LEAF, TORONTO, ONT., CAN., meets 1st & 3d Wed., 2 p.m., Occident Hall, cor. Queen & Bathurst sts.
 Mrs. John Ross, 297 Crawford st.
 Mrs. J. Kerr, 223 Gerrard st., E. Toronto.
 Mrs. Heron, 22 Carlyle st.
162-MADON CITY, E. LAS VEGAS, N. M., meets 1st & 3d Thursday, 2 p.m., Fraternal Broth'nd Hall, Grand av.
 Mrs. J. B. Reed, 510 Main st.
 Mrs. E. C. Coulter, 303 Grand av.
163-MRS. J. A. TILGORE, DUNSMITH, CAL., meets 1st & 3d Tuesday, 2 p.m., at Brantstetters Hall.
 Mrs. Anna Alexander.
 Mrs. Lucy A. Campbell.
 Mrs. F. M. Williams.
164-GOLDEN GRAIN, SIOUX CITY, IOWA., meets 1st & 3d Wednesday, 2 p.m., Odd Fellows' Hall, 4th st.
 Mrs. P. M. Morgan, 328 Wasey bl'kthst.
 Mrs. E. A. Litts, 810 Virginia st.
 Mrs. Clarence Wells, 1330 Jennings st.
165-LAKE, CHICAGO, ILL., meets 1st & 3d Wednesday, 2 p.m., Garfield Hall, 6444 Wentworth av.
 Mrs. G. Bodley, 6432 Princeton av.
 Mrs. John Landgraf, 422 Garfield Blvd.
 Mrs. Theo. Lowe, 4437 Princeton av.
166-FLOYD VALLEY, SIOUX CITY, IA., meets 1st & 3d Thursday, 2 p.m., Odd Fellows' Hall, 4th st.
 Mrs. Frank Newbourn, 901 Virginia st.
 Mrs. F. M. Gibbs, 1009 13th st.
 Mrs. Jennie M. Gardner, 118 Rustin av.
167-NODD, DROF, GALLON, O., meets 2d & 4th Thursdays, 2 p.m., Foresters Hall, So. Market st.
 Mrs. W. G. Richard, 322 S. Market st.
 Mrs. Ida Knans, 325 Orange st.
 Mrs. Emily Smythe, 417 S. Union st.
168-L. S. COFFIN, FT. DODGE, IA., meets 2d & 4th Fridays, 3 p.m., K. C. Hall, Central av.
 Mrs. Royelle Dillon, 620 4th av. S.
 Mrs. Fred Peterson, 525 4th av. S.
 Mrs. C. W. Beresford, 1602 First av. S.
169-CLEMATIS, BIRMINGHAM, ALA., meets 1st & 3d Wed., 2:30 p.m., B. of L. E. Hall, 1024 1/2 First av.
 Mrs. J. Van Arsdale, 710 S. 20th st.
 Mrs. J. C. Reed, 825 S. 23d st.
 Mrs. Julia Remish, 1610 6th av. N.
170-TURQUOISE, ALBUQUERQUE, N. M., meets 1st & 3d Wednesday, 3 p.m., Odd Fellows Hall, 817 1/2 S. 2d st.
 Mrs. John Fenner, 412 Broadway.
 Mrs. Edwin Sower, 216 S. Arno st.
 Mrs. John Briner, 17 East st.
171-SUNRISE, RICHMOND, Q. P., meets 1st & 3d Thursday, 2:30 p.m., Odd Fellows' Hall.
 Mrs. Geo. Pearson, Box 96.
 Mrs. F. H. Geyer, Melbourne, Quebec.
 Mrs. Fred Driver, Box 23.
172-RIVERSIDE, BALTIMORE, MD., meets 2d & 4th Wed., at 2:30 p.m. in Friendship Hall, 125 Montgomery st.
 Mrs. Lillie Marsh, 1518 Webster st.
 Mrs. E. Donnelly, 117 S. Gilmore st. S&I
173-MRS. J. J. HILL, RAINIER, WISN., meets 2d & 4th Wed. 2 p.m. I.O.O.F. Hall.
 Mrs. Geo. Bertram, 417 So. Broadway.
 Mrs. C. T. Dubois, First st.

174-MRS. ROBERT M. ORR, EVANSVILLE, IND., meets 1st & 3d Friday, 2:30 p.m., Evans' Hall, cor. 5th & Locust sts.
 Mrs. Schayler Steinmetz, 1332 E. Virginia st.
 Mrs. Robert Skinner, 1601 E. Michigan st.
 Mrs. Kate Farrow, 1001 Chestnut st.
175-WISCONSIN VALLEY, ABBOTSFORD, WIS., meets 2d & 4th Mon., 2:30 p.m., in Macaboe Hall, Main st.
 Mrs. H. E. Spaulding.
 Mrs. O. A. Ferry.
 Mrs. Owen Hughes.
176-PRIDE OF CHATTANOOGA, CHATTA-NOOGA, TENN., meets 2d & 4th Wed., 2 p.m., Kof P. Hall, cor. Cherry & 8th st.
 Mrs. Andy Moore, 1111 11th st.
 Mrs. W. F. Hetzler, 1106 E. 10th st.
 Mrs. Isaac Pennybaker, 906 E. Montgomery av.
177-ELLA RINOR, NEW HAVEN, CONN., meets 2d & 4th Thursday, 2:30 p.m., in Odd Fellows' Hall, 66 Crown st.
 Mrs. Geo. Fossenden, 344 Howard st.
 Mrs. J. J. Tracy, 239 Columbus av.
 Mrs. Geo. H. Withereil, 80 First st.
178-MRS. C. F. LONG, MASSILLON, O., meets 2d & 4th Wednesday, 2 p.m., B. L. E. Hall, W. Main st.
 Mrs. Nellie M. Burkhardt, Gen. Del. P.
 Mrs. F. A. Brady, 133 W. Main st. S.
 Mrs. H. L. Johnson, 1314 E. 8th st. Canton, O.
179-LORAIN, E. ST. LOUIS, ILL., meets 1st & 3d Tuesdays, 2 p.m., Eagles' Hall, 209 W. 5th st.
 Mrs. Geo. Simpson, cor. 4th st. and Bond av.
 Mrs. W. B. Horstman, 812 Main st. S.
 Mrs. Hattie Kirby, 702 Converse st.
180-MRS. MARGARET E. CROCKER, SACRAMENTO, CAL., meets 1st & 3d Wed., 2:00 p.m., I. O. O. F. Hall.
 Mrs. J. E. Doran, 821 1st.
 Mrs. A. W. Clements, 214 - 22d st. S.
 Mrs. G. W. McCoy, 2410 1/2 K st.
181-MISTLETOE, DENISON, TENN., meets 2d & 4th Wednesday, 2 p.m., in J. E. C. Hall, Main st.
 Mrs. T. B. Murphy, 311 E. Chestnut st.
 Mrs. W. H. McCune, 405 W. Sears st. S.
 Mrs. Jennie Finley, 220 W. Herron st.
182-THE LEVEL, MINNEAPOLIS, MINN., meets 1 & 3 Thursdays, 17 S. 7th st.
 Mrs. J. E. Rasmussen, 218 S. 1st st. S. E.
 Mrs. Grace N. Carr, 1830 Third av. N.
183-ALERT, EAGLE GROVE, IA., meets 1st & 3d Wednesdays, 2:30 p.m., Masonic Hall, Broadway.
 Mrs. M. Ramer.
 Mrs. A. M. Meeker.
 Mrs. P. Rankin.
184-PROSPERITY, DAVENPORT, COLO., meets 2d & 4th Wednesday, at 2:30 p.m., in Eighth av. Bldg., West 6th av. & Inca st.
 Mrs. D. W. Johnston, 1016 Klamath st. P.
 Mrs. Geo. H. Scott, 1042 Clarkson st. S.
 Mrs. H. Kelly, 3041 S. 14th st. Englew'd I.
185-SUPERIOR, ST. PIERRE, WIS., meets 2d & 4th Thursday, 3 p.m., Odd Fellows' Hall, cor. 12th st. & Ogden av.
 Mrs. T. J. Ensey, 1618 Elmira av.
 Mrs. H. G. Johnston, 1711 John av.
 Mrs. M. Riley, 1623 N. 13th st.
186-ALABAMA, MOBILE, ALA., meets 1st & 3d Tuesday, 8 p.m., Y. M. C. A. Hall.
 Mrs. A. Ash, 356 S. Warren st.
 Mrs. E. E. Summers, 102 Augusta st. S.
187-J. D. BECHER, ATSTIN, MINN., meets 2d & 4th Thursdays, 7:30 p.m., German Hall, Bridge st.
 Mrs. R. M. Hazeltine, N. Railway st. P.
 Mrs. Frank Underhill, 270 W. Mill st. S.
 Mrs. J. Shook, 311 E. Water st.
188-STAR OF NINETY-THREE, JACKSON, TENN., meets 1st & 3d Thursday, 3 p.m., K. of P. Hall, Main st.
 Emma Bailey, 513 E. Baltimore st.
 Mrs. J. C. Gregory, 322 E. Chester st.
 Mrs. B. L. Hawley, 376 N. Royal st.
189-PROSPECT, CAMDEN, N. J., meets alternate Thursdays, 2:30 p.m., Wil-ley's Hall, cor. 5th & Pine sts.
 Mrs. Nellie Parker, 212 N. 6th st.
 Mrs. M. L. Connolly, 421 S. 6th st. S&I
190-SEMPER FIDELIS, WATERLOO, IA., meets 1st & 3d Wed. B. O. L. E. Hall.
 Mrs. L. W. Marker, 512 Aylest st.
 Mrs. J. C. Payne, 415 Franklin st.
 Mrs. P. R. Griffin, 121 High st.
191-EASTER, 1894, WATER VALLEY, MISS., meets 1st & 3d Wednesday, 3 p.m., I. O. O. F. Hall, Main st.
 Mrs. Emma Kirby.
 Mrs. Arthur H. Mills, Box 355.
 Mrs. Ida Kennedy, Englewood, N. Y.

- 192-VENUS, CHICAGO, O. meets 2d & 4th Thursday 3 p.m., B. of L. E. Hall, Mrs. Harry Millership, 148 Motsonet, P. Mrs. H. C. Cogley, Hayes st. S Mrs. F. Hartman, 172 N. Main st. I
- 193-LION OF THE FOX, SOUTH KANSAS, WIS. meets 1st & 3d Wednesday, 2 p.m., B. of L. E. Hall. Mrs. P. J. Hayes S Mrs. Lawrence Kittell S
- 194-PASSY, CLEBURNE, TEX. meets 1st & 3d Thurs. 2:30 p. m. In K. of P. Hall. Mrs. H. C. Moore, 307 S. Wilhite st. P Mrs. R. O. Schwartz, 619 N. Robinson st. S Mrs. A. E. Aiden, 307 S. Anglin st. I
- 195-CACTUS, CHADRON, NEB. meets 1st & 3d Wed. 2:30 p.m., Eagle Hall. Mrs. Lou Small P Mrs. William Bower S Mrs. W. A. Graham S
- 196-TEXAS PRIDE, LONGVIEW, TEX. meets 2d & 4th Thursday 10 a.m., B. of R. T. Hall. Mrs. Ella Haussen P Mrs. Attie Miller S Mrs. Mary Wilcox, R. R. av., Marshall, Tex. I
- 197-COTTON BELT ROSE, TYLER, TEX. meets 2d & 4th Tuesday 2:30 p.m. W. O. W. Hall College st. P Mrs. John Hale, 405 Irwin st. S Mrs. Rena F. Reynolds, 316 E. Ferguson st. S Mrs. Eda Bartholomew, 308 E. Row st. I
- 198-DORPIAN, SCHENECTADY, N. Y. meets 2d & 4th Friday, 2 p.m., Odd Fellows Hall. Mrs. John S. Weeks, 9 Wendell Road. P Mrs. A. Granger, 4 N. Wendell av. S Mrs. Wm. Teller, 382 Schenectady st. I
- 199-HARREL, MCOMB, MISS. meets 1st & 3d Wed. 2 p.m., Masonic Hall. Mrs. C. W. Harrell P Mrs. J. F. Harris S Mrs. W. L. Munn I
- 200-BRADFORD, NORTH PLATTE, NEB. meets 1st & 3d Tuesdays, 3 p.m., in I. O. O. F. Hall. Mrs. Ida Tarkington, 221 E. 8th st. P Mrs. Lydia Douglass, 408 W. 6th st. S Mrs. Sarah Strahorn, 109 W. 2d st. I
- 201-COMMUNIPAW, JERSEY CITY, N. J. meets 1 & 3 Thursday, 2:30 p.m., Masonic Hall, cor. Pacific ave. and Maple. Mrs. M. Ahern, 168 Hopkins av. P Mrs. A. M. Klein, 304 Woodward st. S Mrs. E. Toney, 22 LaFourrette Place, Bayonne, N. J. I
- 202-BEAVER, POINT EDWARDS, ONT. meets 1st & 3d Wednesday, 2:30 p.m., I. O. O. F. Hall. Mrs. Tustin McAlpine, 133 Shepherd st., Sarnia, 1st. Ont. P Mrs. B. J. Weaver, 129 Crawford st., Sarnia, Ont. S Mrs. Isabella Jones, 131 Johns st., Sarnia, Ont. I
- 203-MRS. HILTON B. STOVER, MECHANICS, W. VA. meets 2d & 4th Thursdays, at 2:00 p.m., in Shaffer's Hall. Mrs. J. H. Thonon P Mrs. J. Donovan S Mrs. Belle Hannen I
- 204-STAR OF NINETEEN-FIVE, OLEAN, N. Y. meets 1st & 3d Wednesday, 3 p.m., in Knights of Honor Hall. Union st. Mrs. C. F. Anderson, 126 S. 3d st. P Mrs. T. F. Greenan, 134 N. 4th st. S Mrs. E. Billington, 511 Tompkins st. I
- 205-FINSTER, HENDERSON, W. ME. meets 2d & 4th Wednesday, 2:30 p.m., in Foresters Hall. Mrs. M. I. Spaulding P Mrs. Thomas Grimshaw S Mrs. J. Humpreys I
- 206-BORDER CITY, LAREDO, TEX. meets 2d & 4th Thurs. 3:00 p.m., K. of P. Hall, Houston st. Mrs. Mary Swenson, Washington st. P Mrs. Annie Scott, 1604 W. Victor st. S
- 207-J. I. W. KIANKE, MONTGOMERY, ALA. meets 1st & 3d Thurs. 2:30 p.m., in Eagle & Beavers Hall, Madison av. Mrs. C. J. Wicker, 506 Columbus st. P Mrs. G. G. Greer, 312 Columbus st. S Mrs. T. J. Cowell, 616 Jefferson st. I
- 208-PRIDE OF THE SOUTH, VICKSBURG, MISS. meets 1st & 3d Tuesday, 2 p.m., K. of P. Hall. Mrs. A. F. Herron, 525 Washington st. P Mrs. Kate Herbert, 506 Sweet st. S
- 209-MINNEHAHA, WILFRED, MINN. meets 1st & 3d Friday, 2:30 p.m., K. of P. Hall. Mrs. J. R. Cannon P Mrs. Myrtle Harding, box 330. S Mrs. John Barrett, Wilmar, Minn. I
- 210-NECKLEBURG, GREENVILLE, S. C. meets 2d & 4th Wednesday, 3 p.m., B. of L. E. Hall. Mrs. C. M. Martin, 827 W. Washington st. P Mrs. Chas. Jeffreux, R. F. D. No. 1, Box 48. S Mrs. J. W. Winn, 106 Pine st. I
- 211-INVISCIBLE, BLUEFIELD, W. VA. meets 2d & 4th Thursday, 2:30 p.m., G. I. A. to B. of L. E. Hall. Mrs. Geo. C. Bailey, Box 305 P Mrs. F. M. Bennett, 102 Princeton av. S Mrs. John Culliney, 1 Rogers st. I
- 212-SPRING VALLEY, ELLIS, KAN. meets 1st & 3d Weds. 3 p.m., A. O. U. W. Hall. Mrs. Mamie Oliver P Mrs. Laura Kyner S Mrs. S. J. Holman I
- 213-CANADA, OTTAWA, ONT. meets alternate Wed. at 3 p.m., in Canadian Foresters Hall, 15 O'Connor st. Mrs. I. Johnson, 79 Hawthorne av. P Mrs. R. W. Botterell, 605 Wellington st. S
- 214-MRS. C. D. HAMMOND, ONEONTA, N. Y. meets 2d & 4th Thursdays, 2:30 p.m., G. A. R. Hall, Main st. Mrs. Edward Hornshu, 28 High st. P Mrs. B. B. Hotelling, 30 High st. S Mrs. R. A. Gault, Worcester, N. Y. I
- 215-C. W. BRADLEY, UNION HILL, N. J. meets 2d & 4th Tuesdays Masonic Hall, Fulton st. Mrs. Geo. Hegeman, Ridgefield Park, N. J. P Mrs. H. L. King, 319 Bergenline av. S Mrs. Walter Rogendahl, 104 Bergenline av. S
- 216-C. S. VANDEBEEK, VALLEY JUNCTION, IA. meets 2d & 4th Wednesday, 2 p.m., Fraternal Hall. Mrs. William Seigler P Mrs. E. E. Taylor, Box 56. S Mrs. E. Kelly, 3d st. I
- 217-BESSEMER, ALBION, PA. meets 1st & 3d Wednes. 2 p.m., I. O. O. F. Hall. Mrs. R. F. Irwin P Mrs. S. R. Miles S Mrs. W. E. Ross I
- 218-DI HIQUE, DURICE, IA. meets 2d & 4th Weds. 2 p.m., B. L. E. Hall, 20th st. Mrs. A. B. Brewster, 1053 Eluff st. P Mrs. A. Woodward, 1767 Jackson st. S Mrs. P. Priddy, 729 Bluff st. I
- 219-OLYMPIA, WILKINSON, PA. meets 1st & 3d Tuesdays, at 2 p.m., in Duquesne Hall. Mrs. Geo. Berger, 642 Trenton st. P Mrs. H. O. Yost, Ellettsburg, Pa. S Mrs. T. F. Hillgrove, 4406 Davidson st., Pittsburgh, Pa. I
- 220-DES MOINES RIVER, ELDON, IOWA. meets 1st & 3d Tues. 2 p.m., K. of P. Hall. Mrs. Lena Wilson P Mrs. Reva Germer, Box 313. S Mrs. A. A. Milard, S. I
- 221-CENTENIAL, NASHVILLE, TENN. meets 1st & 3d Monday, 2 p.m., Odd Fellows' Hall, cor. Church & High. Mrs. J. B. Fry, 804 Stevenson av. P Mrs. C. A. Hewitt, 241 N. 1st st. S Mrs. Geo. Ross, 131 Grundy st. I
- 222-GOLDEN LEAF, NORFOLK, VA. meets 2d & 4th Thursday, 2 p.m., Pythian Hall, Brambleton av. P Mrs. D. P. Cousins, 508 N. Marshall av. P Mrs. W. B. Tunstall, 114 Willoughby av. S Mrs. H. C. Burton, 506 Reeves av. I
- 223-MONETTI, MONETT, MO. meets 1st & 3d Thu. 2:30 p.m., Cambles Hall, Broadway. Mrs. J. W. Ruggles P Mrs. J. A. Gallaway S Mrs. J. M. Mullhall I
- 224-KINGSBORO, WORCESTER, MASS. meets 2d & 4th Thursday, 2 p.m., Castle Hall, 405 Main st. Mrs. Hattie E. Moore, 28 Paine st. P Mrs. A. H. Hubbard, 517 Grove st. S Mrs. T. B. Wardwell, 1114 Hammond st. I
- 225-PRIDE OF FLORIDA, PENNSACOLA, FLA. meets 1st & 3d Tuesday 3:00 p.m., I. O. O. F. Hall, W. Graden st. Mrs. J. L. Hall, 506 E. Jackson st. P Mrs. F. C. Suarez, 1030 E. " S Mrs. W. H. Caro, 916 E. Jackson st. I
- 226-FLICKER'S PRIDE, HAGERSTOWN, MD. meets 1st & 3d Thu. 2 p.m., Western Masonic Temple, S. Potomac st. Mrs. E. Steinmetz, 128 E. Baltimore st. P Mrs. W. N. Feigle, 201 Elizabeth st. S Mrs. J. Mullenix, 519 W. Franklin st. I
- 227-GOLDEN CHAIN, FORT SCOTT, KAN. meets 1st & 3d Wednesday, 2:30 p.m., in W. O. W. Hall. Mrs. Maude Spafford, 119 S. Hill st. P Mrs. L. B. Brown, 112 Arthur st. S Mrs. Mattie Gilpin, cor. B'way & Oak st. I
- 228-VIRGINIA, RICHMOND, VA. meets 1st & 3d Thurs. 10:30 a.m., Lee Camp Hall, East Broad st. Mrs. C. F. Calley, 1410 Porter st., Manchester, Va. P Mrs. E. C. Cobean, 615 W. Cary st. S Mrs. Cora Giesendorfer, 618 N. 8th st. I
- 229-MRS. WM. McKEEVER, SR., ESCANABA, MICH. meets 1st & 3d Thurs. 2 p.m., B. of L. E. Hall, Ludington st. Mrs. Stanley Tyrell, 516 Charlotte st. P Mrs. Josephine Slaughter, 602 cor. Tweedy & Elmore sts. S Mrs. W. Drake, 607 S. Fanny st. I
- 230-STAR AND CRESCENT, BUFFALO, N. Y. meets 2 & 4 Thurs. 2 p.m., Wagner's Hall, cor. Jefferson & Eagle sts. Mrs. Joseph Wales, 516 Eagle st. P Mrs. C. C. Fish, 347 Mass. av. S Mrs. Mary Miller, 661 Eagle st. I
- 231-JEWEL, MILWAUKEE, WIS. meets 2d & 4th Wednesday 2 p.m., Odd Fellows Hall, 126 Grand Ave. Mrs. C. A. Anderson, 426 Cass st. P Mrs. L. W. Rodgers, 3408 Mt. Vernon av. S Mrs. F. Miller, 301 S. Paul av. I
- 232-BUFFALO, BUFFALO, N. Y. meets 2d & 4th Wednesday, 2:30 p.m., in Boyer's Hall, cor. Seneca & Elm sts. Mrs. M. Watkins, 510 S. Division st. P Mrs. Kate Frost, 410 S. Division st. S Mrs. A. Eastman, 107 N. Division st. I
- 233-ORIENTAL, HANCOCK, ME. meets 1st Thurs. & 3d Wed., 2:30 p.m., A. O. H. Hall. Mrs. Irving A. Turner, 71 James st. P Mrs. R. E. Penny, 230 Hammond st. S Mrs. T. F. Cowan, Waterville, Me. I
- 234-NEW YORK CITY, NEW YORK CITY, N. Y. meets 1st & 3d Thurs. 2 p.m., 12th Ward Bank Bldg., Lexington av. & 125th st. Mrs. M. E. Hagen, 946 Trinity av. P Mrs. G. A. Steedman, 912 Trinity av. S Mrs. E. O. Baker, 23 N. Washington st., Jamaica, N. Y. I
- 235-HELEN, NOTICE, LAWTON, KAN. meets alternate Tuesdays, 2 p.m., in Eagle Hall, Main st. Mrs. L. E. Wingfield P Mrs. R. B. Patterson S Mrs. J. W. Reber I
- 236-OAK LEAF, CHICAGO, ILL. meets 2d & 4th Thurs. 2 p.m., Garfield Hall, 2022 Jackson st. Mrs. F. Reubman, 15 S. 43d av. P Mrs. E. E. Merrill, 2046 West End av. S Mrs. Arthur Jewell, 2093 Carroll av. I
- 237-CLARA, BARTON, OGDEN, UTAH. meets 1st & 3d Tuesday, 2 p.m., K. of P. Hall, 24th st. Mrs. E. Tomlinson, 2338 Madison st. P Mrs. M. Shields, 2641 Washington st. S Mrs. Emma J. Hinley, 517 22d st. I
- 238-MONONA, MADISON, WIS. meets 2d & 4th Tuesday, 2:30 p.m., Memorial Hall, Monona av. Mrs. Crawford S. Wilbur, 523 W. Michigan st. P Mrs. H. B. Gleason, 217 W. Gilman st. S Mrs. John Harrington, 536 W. Main st. I
- 239-KENTUCKY, LOUISVILLE. meets alternate Thursdays, at 2:30 p.m., in Library Hall, Walnut st. Mrs. K. W. Frazier, 2726 Third st. P Mrs. Leta Grady, 2617 Third st. S Mrs. Jas. Tigh, 1321 W. Bronson st. I
- 240-SUNNY SOUTH, JONESBORO, ARK. meets 1st & 3d Wednesday, 2 p.m., Masonic Hall, Main st. Mrs. M. R. Carson, 107 N. Bridge st. P Mrs. Julia Henderson, 316 Oak ave. S
- 241-SAN XAVIER, TUCSON, ARIZ. meets 2d & 4th Tuesday, 3:30 p.m., Odd Fellows Hall, Congress st. Mrs. Anna Skinner, 408 E. 16th st. P Mrs. D. M. Lowry, 436 S. 5th ave. S Mrs. Emma Delta, 405 S. 4th ave. I
- 242-COLUMBIAN, HANSLI, COLO. meets 1st & 3d Tuesdays 2:30 p.m., I. O. O. F. Hall. Mrs. Hattie Rhodes P Mrs. Sadie Stuffer S Mrs. W. P. Bates I
- 243-SWILEY HEIGHTS, SAN BERNARDINO, CAL. meets 2d & 4th Thursday, 2:30 p.m., Davis Hall. Mrs. L. E. Jackson, 375 E. st. P Mrs. Alma M. Felt, 325 3d st. S Mrs. L. E. Jackson, 373 E. st. I
- 244-MANILA, BROOKLYN, N. Y. meets 2d Mon., 2:30 p.m., & 4th Mon., 7:30 p.m., Penn-Fulton Hall, Pennsylvania av. & Fulton st. Mrs. J. B. Drake, 102 Wyona st. P Mrs. G. W. Baker, 144 Somerset st. S Mrs. J. D. Grimm, 271 Van Siclen av. I
- 245-UNION, SOUTH CHICAGO, ILL. meets 2d & 4th Fridays at 2 p.m., in Sherman Hall, 9138 Commercial av. Mrs. J. Weatherstone, 372 91st st. P Mrs. W. French, 9127 Houston av. S Mrs. G. E. Cuthbert, 618 91st place. I

246-CARNATION, JOLIET, ILL., meets 2d & 4th Thurs., 2 p.m., Castle Hall, Mrs. Geo. Sulzer, 114 Park av. P Mrs. W. P. Middleton, 114 Virginia st. S Mrs. W. M. Hall, 105 Second av. S

247-RED RIVER VALLEY, GRAND FORKS, N. DAK., meets 1st & 3d Thursday, 8:30 p.m., K. of P. Hall, Mrs. Anna Anderson, 711 2d st. P Mrs. John R. Johnstone, 114 8th st. S Mrs. S. Fero, 513 Alpha av. S

248-PROCTOR, PROCTOR, MINN., meets 1st and 3rd Weds., 2:30 p.m., Town Hall, Mrs. M. H. Briggs. P & I Mrs. Frank Burdison, 73 Geddes st. S

249-UNION OF 1900, ST. LOUIS, MO., meets 1st & 3d Thursday, 2 p.m., B. of L. E. Hall, cor. Seymour & Os-wego sts. P Mrs. T. Welch, 134 N. Geddes st. P Mrs. J. F. Wier, 434 Barnett av. S Mrs. C. M. Coffey, 33 Geddes st. S

250-GEN OF THE OCEAN, MARINER'S HARBOR, STATEN ISLAND, N.Y., meets 2d & 4th Thurs., 2:30 p.m., 50 Bush av. Mrs. John Peterson, 888 2d ave., Long Island City, N. Y. S Mrs. Chas. W. Miller, 60 Bush av. S Mrs. E. E. Gagnard, 2124 21st Av. New York City, Bronx. P & I

251-TEXAS, HOUSTON, TEXAS, meets 1st & 3d Mon. 3 p.m., I.O.O.F. Hall, Mrs. A. DelHomme, 1717 Brook st. P Mrs. R. O. Rutherford, 2120 Summer st. S Mrs. H. Hoffman, 2117 Crockett st. S

252-TWENTY CENTURY, DECATUR, GA., meets 2d & 4th Wednesday, 2:30 p.m., Engineers Hall, N. Water st. Mrs. Blanche E. Cowles, 912 N. Morgan st. P Mrs. Rosalie Welch, 978 E. Eldorado st. S

253-NEW CENTURY, PHILADELPHIA, PA., meets 2 & 4 Thurs., 2 p.m., Girard Assembly Hall, cor. 9th & Girard av. Mrs. Jas. McKeane, 3316 Gratz st. P Mrs. Frank Weiser, 2319 N. 3d st. S Mrs. Wm. Dalton, 3250 Belgrade st. S

254-MIAMI, MIAMI, FLA., meets 1st and 3d Thursdays, 2:30 p.m., in O. E. C. Hall, 217 Main st. Mrs. W. D. Reese, 307 S. Barrett st. P Mrs. C. F. McComas, 210 E. Texas st. S Mrs. T. J. Williams, 900 W. Owing st. S

255-NORTH WESTERN, MILWAUKEE, WIS., meets 1st & 3d Tuesday, 2:30 p.m., Schubert Hall, Milwaukee st. P Mrs. I. G. Harriman, 574 Prospect av. P Mrs. Homer Case, 351 1st av. S Mrs. R. C. Langworthy, 167 Detroit st. S

256-RAY STATE, BOSTON, MASS., meets 2d & 4th Friday, 2 p.m., Commercial Hall, 624 Washington st. Mrs. W. T. Paine, 37 Mather, Mass. P Mrs. F. H. Jones, 367 4th st. S Boston, Mass. S

257-T. T. London, 179 Pearl st., Somerville, Mass. I

257-LYNN CAMP, CORBIN, KY., meets alternate Wednesdays at 1:30 p.m. in Masonic Hall, Main st. P Mrs. E. O. Eberole, 1st st. S Mrs. R. B. Johnson, 1st st. S Mrs. J. C. Eirk, 1st st. S

258-FALLS CITY, LOUISVILLE, KY., meets 1st & 3d Monday, 2:30 p.m., in Lewis Hall, 311-313 26th st. P Mrs. F. H. Scherer, 620 N. 29th st. P Mrs. P. E. Knoderer, 612 N. 29th st. S Mrs. M. J. Carroll, 682 N. 26th st. S

259-CASCO BAY, PORTLAND, ME., meets 1 & 3 Thurs., 2:30 p.m., Rossini Hall, 80 Exchange st. Mrs. F. W. Carter, 129 Elm st. Pleasantdale, Me. P Mrs. I. L. Parker, 37 Morse st. S Mrs. Frank M. Huff, 723 Washington av., Woodfords, Me. I

260-MAGNOLIA, AMERICA, GA., meets 2d & 4th Wed., 2:30 p.m., in B. of L. E. Hall, Forsyth st. P Mrs. E. J. Shenker, Lee st. P Mrs. E. O. Ryals, Brannon st. S Mrs. J. L. Ross, Lee st. S

261-A. E. CURTIS, PORTLAND, ORE., meets 1st & 3d Tuesday, 2 p.m., in Alisky Hall, 3d and Morrison st. Mrs. Geo. J. Foster, 791 Commercial st. P & I Mrs. J. A. Hamilton, 351 Bedford st. S

262-WHITE CITY, CHICAGO, ILL., meets 1st & 3d Wed. at 2 p.m., Droun Home, 502 Union av. P Mrs. E. J. Starr, 5004 Union av. P Mrs. T. Drouin, 6151 Union av. S & I

263-BRIGHT STAR, MONTPELIER, O., meets 2d & 4th Thurs., 2 p.m., I. O. O. F. Hall, Main st. P Mrs. Joe Watterson, 1st st. S Mrs. S. O. Hall, 1st st. S Mrs. John Lavering, 1st st. S

264-YANDERBILT, NEW YORK CITY, N. Y., meets 1st & 3d Tuesday, 12th Ward Bank Bldg., Lexington av. & 125th st. Mrs. Samuel Webber, 39 Sherwood av., Ossining, N. Y. P Mrs. R. C. Lawrence, 416 E. 19th st. S Mrs. Edward P. Davis, 119 S. Washington av., White Plains, N. Y. I

265-OLIVE BRANCH, SAVANNAH, GA., meets 2d & 4th Thurs., at 3:30 p.m., in K. of P. Hall, York & Brainerd. Mrs. R. Sellers, 218 W. Huntington st. P Mrs. A. E. Rodgers, 900 Barnard st. S Mrs. M. E. Pierce, 905 W. 35th st. S

266-W. W. WILLIAMS MEMORIAL, ROCK ISLAND, ILL., meets 2d & 4th Wednesdays, at 2 p.m., in Engineers' Hall, Mrs. Jas. Carl, 925 23d st. P Mrs. T. L. Haddick, 2825 5 1/2 av. S Mrs. H. E. Pratt, 2904 6th av. I

267-SUMMIT OF THE ROCKIES, WHITE FISH, MONT., meets 1st & 3d Wednesday, 3 p.m. in Masonic Hall. P Mrs. C. H. Bravley, 1st st. S Mrs. R. S. Eberly, 1st st. S

268-RABONA, COLORADO CITY, COLO., meets 2d and 4th Wednesday, 2:30 p.m. in K. of P. Hall, N. 4th st. Mrs. A. G. Pack, 823 Colo. av. Colorado Springs, Colo. P & I Mrs. Andrew Lillie, 319 Jackson st. S

269-THOASDAN, ROCKVILLE, ONT., meets 1st & 3d Wednesday 2 p.m., B. of L. E. Hall. P Mrs. W. Pearce, 1st st. S Mrs. W. W. Bramley, box 48. S Mrs. Geo. Clendenning, box 148. I

270-TWIN CITY, BRISTOL, TENN., AND VA., meets 2d & 4th Thursdays, 3 p.m., Masonic Hall, Virginia st. P Mrs. Geo. W. Cooke, 528 Mary st. P Mrs. W. N. Davis, 18 Mary st. S Mrs. M. S. Groseclose, 710 Highland av. I

271-FAITHFUL FEW, NEW FRANKLIN, MO., meets 1 & 3 Fridays, 2:30 p.m., in K. of P. Hall. Mrs. Fred Aspelmler, 1st st. S Mrs. J. H. Easley, 1st st. S Mrs. R. B. Quinn, 1st st. S

272-LONG ISLAND, JAMAICA, L. I., N.Y., meets 1 Tues. at 2 p.m. and 1 Tues. at 7:30 p.m., in Fraternity Hall, Harriman ave. Mrs. A. S. Ackerly, 207 Chichester av. P Mrs. J. L. Forbell, 150 E. 4th st., L. I. City, N. Y. S Mrs. Geo. Harp, 4 Jefferson ave. Richmond Hill. S

273-GRAND VALLEY, GRAND TRINITY, COLO., meets 2 & 4 Tues. 2:30 p.m., in Odd Fellows' Hall. Mrs. M. H. Flynn, 845 Ouray av. P Mrs. R. L. Rogers, 853 Ouray av. S Mrs. Geo. Gordon, 438 Road st. I

274-UNION CITY, ST. PAUL, MINN., meets 2 & 4 Thurs. at 2:30 p.m., in Macca-bee Hall, cor. 6 & Roberts sts. Mrs. J. H. Anderson, 282 Sherburne av. P Mrs. A. H. Wales, 835 16th av. N. Minneapolis, Minn. S Mrs. J. Higdon, 861 Burr st. S

275-MRS. J. C. SIBLEY, BRADFORD, PA., meets 1st & 3d Tuesday, 2 p.m., Malta Hall, 9 Main st. Mrs. E. E. Kerns, 112 Maplewood st. P Mrs. J. E. Baker, 222 South av. S & I

276-RHS, GEO. W. WEST, CARHONDALE, PA., meets 1st & 3d Thurs. 2 p.m., W. Watt Hall, cor. Salem & Main st. Mrs. J. M. Peck, Childs, Pa. P Mrs. Allen Monroe, 157 Belmont st. S Mrs. R. A. Craft, 32 Richmond st. I

277-CITY BY THE SEA, AT PORTS-OUTH, VA., meet 1st & 3d Tues. 2 p.m., Knights of Columbus Hall, High st. Mrs. G. F. Payne, 816 Maryland av. Port Norfolk. P Mrs. J. S. Query, cor. Emma & Land Green sts. S Mrs. F. T. Beasley, 100 N. Cooke st. Park View. S

278-CLEVELAND, AT CLEVELAND, O., meets 2d & 4th Thurs. 2 p.m., Morrell's Hall, cor. W. 25th st. & Carroll av. Mrs. W. T. Smith, 1242 E. 83d st. P Mrs. M. Rayle, 2513 Scranton road, S.W. S Mrs. N. Cummings, 2607 Fulton st. S

279-MARGHOLD, DELPHOS, O., meets 1st & 3d Thursdays, 2 p.m., in G. I. A. Hall, North Main st. P Mrs. Lucy Drolet, 131 E. 6th st. P Mrs. Emma Washburn, 201 E. 6th st. S Mrs. E. Hampton, 731 N. Franklin st. I

280-PARK CITY, BOWLING GREEN, KY., meets 1st & 3d Thursday, 2:30 p.m., in Red Men's Hall, cor. State and Main sts. P Mrs. C. Carroll, Kentucky city. P Mrs. Wm. Lundy, Woodford st. S Mrs. W. A. Stevens, cor. Woodford & Clay sts. S

281-GREEN RIVER, GREENFIELD, MASS., meets 1st & 3d Weds., 2 p.m., Forester's Hall, Bank Row. Mrs. F. E. Hall, Deerfield st. P Mrs. F. E. Whitcomb, 2 Beech st. S Mrs. F. J. Hall, 1st st. S

282-BALIE P. WAGGONER, ATCHISON, KAN., meets 1st & 3d Tuesday, 3 p.m., I.O.O.F. Hall, cor. 5th st. & Kansas av. P Mrs. Emma F. Pausch, 917 Santa Fe st. P Mrs. Mary E. Thomas, 514 Riley st. S & I

283-SELMA, SELMA, ALA., meets 1st & 3d Tuesday, 3 p.m., R. R. Y. M. C. A., Alabama st. Mrs. Jas. Fitzgerald, 908 Sylvian st. P Mrs. Frank Hutchins, 132 Selma st. S Mrs. W. M. Thomas, 340 Alabama st. I

284-BATTLE CREEK, BATTLE CREEK, MICH., meets 1st & 3d Wednesday, 2:30 p.m., B. of L. E. Hall, Upton Bldg. Mrs. John Condon, 42 Beech st. P Mrs. Fred Parker, 35 Beech st. S Mrs. O. M. Leedy, 353 Chicago st. P

285-TACOMA, TACOMA, WASH., meets 2nd and 4th Fridays, 2 p.m., in I. O. O. F. Hall, cor. E. 25th & O sts. P Mrs. J. A. Mallin, 1724 So. E. st. P Mrs. R. E. Allen, 202 E. O. st. S Mrs. W. H. Morris, 2806 East E. st. I

286-STAR OF MEXICO, SAN LUIS PO-TOSI, MEX., meet 1st & 3d Wed., 3 p.m., G. I. A. Hall, 4th Artilleria No. 12, Mrs. Luis Dunbar, La Esperanza No. 4. P Mrs. Jas. Tobin, 2A Cabrera, 6. S Mrs. J. D. Kennedy, 2A Cabrera, 8. I

287-APPLE BLOSSOM, MEVA, ARK., meets 2d & 4th Tues. at 2:30 p.m., in Toben Hall, Fifth st. Mrs. C. E. Covert, 1307 W. Port Arthur st. P Mrs. L. Scarborough, 502 10th st. S Mrs. J. McKenna, 1st st. S

288-RED ROSE, SAPULPA, OKLA., meets 2d & 4th Thursdays, 2:30 p.m., in Fraternity Hall, Main st. Mrs. Wm. Tull, 1st st. P Mrs. E. L. Gardner, 1st st. S Mrs. W. C. Jones, 712 E. Lee av. I

289-SUNLIGHT, FAIRBANKS, ALB., meets 1 & 3 Thursdays, 2:30 p.m., B. of L. E. Hall, Broadway and Main st. P Mrs. Anna Barker, 299 W. Main st. P Mrs. Katie Whisler, 214 W. 7th st. S Mrs. Ida Wolf, 366 W. Boulevard st. I

290-FIREPOST, FREEPORT, ILL., meet 2d & 4th Weds. 2:30 p.m., I.O.O.F. Hall, Mrs. J. W. Meyer, 111 Galena st. S Mrs. Chas. Reiger, 106 Carroll st. S Mrs. A. L. Wheeler, 141 Washington st. I

291-STAR OF NINETEEN HUNDRED AND THREE, DENISON, O., meets 2d & 4th Thursday, 2 p.m., Woodmen's Hall, cor. Gray & 2d st. P Mrs. Lena Roe, Miller av. P Mrs. E. M. Young, Woodland st. S Mrs. Mary Brown, N. 4th st. S

292-SYRACUSE, SYRACUSE, N. Y., meets 2 & 4 Tuesdays, 2 p.m., Ramon Hall, Mrs. N. Gardiner, 714 Oswego st. P Mrs. Charles G. Andrews, 232 Mer-Phisan av. S Mrs. C. E. Farrar, 111 Hawthorne av. I

293-LD. H. BEATH, HOISINGTON, KAN., meets 2d and 4th Saturday, at 2:30 p.m., in Masonic Hall. Mrs. Fannie Young, 1st st. P Mrs. Mary Henth, 1st st. S Mrs. Katherine Gray, 1st st. S

294-ROYAL OAK, TOLEDO, O., meets 2d and 4th Thursdays, in K. of P. Hall. Mrs. Kathryn Brandt, 1308 Oak st. P Mrs. Mary Nuneviller, 777 E. Woodville st. S Mrs. May Foster, 2124 E. 1st st. I

295-TWIN RIVER, MOENSH, KAN., meets 1st & 3d Mondays at 2:30 p.m., in Pierce's Hall, Main st. P Mrs. Ed Gray, 1st st. P Mrs. N. Walker, R. F. D. No. 4. S Mrs. M. W. Langdon, 7 Iowa st. I

296-STAR OF THE SOUTH, SHREVE-PORT, LA., meets 1st & 3d Mondays at 2 p.m., 124 Texas av. P Mrs. M. A. Polette, 124 Parker av. P Mrs. A. E. Mitchell, 1629 Bayou st. S Mrs. W. F. C. Gibson, 1714 Allen av. I

297-ALEXANDRIA, HAMILTON, CANADA, meets 2d & 4th Wednesdays 2:30 p.m., in A. O. F. Hall, James st. P Mrs. W. Pitt, 35 Pearl st. S Mrs. W. F. Hains, 288 Bay st. S

298-H. S. BRAY, TWO HARBORS, MINN., meet 1st and 3d Thurs. 2:30 p.m., in Masonic Hall. Mrs. Susan Woodgill, 1st st. P Mrs. Cora Holmes, 1st st. S Mrs. Chas. Bonham, 1242 1/2 N. 1st st. S

- 299—W. A. M'GONAGLE, DULUTH, MINN.,
meets 1st and 3d Fridays, 2:30 p. m.,
in Columbia Hall, W. 20th ave. and
Superior st.
- Mrs. H. H. Scobie, 3405 W. 4d st. P
Mrs. J. A. McLish, 1823 Piedmont st. S
Mrs. Alfred Dahl, 319 21st av. W. I
- 300—TRIO - AMARILLO, TEXAS, meets
2d & 4th Thursdays 2 p. m., K. of P.
Hall, Polk st.
- Mrs. H. H. Robinson, 510 Pierce st. P
Mrs. A. B. Zook, 430 Johnson st. S
Mrs. Lenora Blake, 335 Lincoln st. I
- 301—PRIDE OF 475 SMITHVILLE, TEXAS,
meets 2d & 4th Wednesdays, at 8 p.
m., K. of P. Hall.
- Mrs. D. Hart. P
Mrs. G. Hyson, box 324. S & I
- 302—PASHANDE, DALHART, TEX., meets
1st & 3d Thursdays, 2:30 p. m., in B.
of L. E. Hall.
- Mrs. Geo. E. Kintzert, 301 Denver av. P
Mrs. Geo. E. Walker, 317 Rock
Island av. S
Mrs. Ed Walling 412 Denver av. I
- 303—WAYNE, RICHMOND, IND., meets
1st & 3d Tuesdays, 2:30 p. m., in I. O.
O. F. Hall, cor. 8th and Main sts.
- Mrs. Fred C. Powers, 1117 N. C. st. P
Mrs. L. H. Kitter, 1322 North B. st. S
Mrs. J. E. Manford, 215 N. 10th st. I
- 304—P. M. ARIZONA, OKLAHOMA, meets
2nd & 4th Wednesdays, 3 p. m., B. of
L. E. Hall, 110-112 14th St.
- Mrs. Chas. Taylor, 28 Bluff st. P
Mrs. Alex. Campbell, 1721 6th av.
Council Bluffs, Iowa. S
Mrs. David Harrison, 212 Lincoln av. I
- 305—SILVERA, S. POUNDVILLE, LA.,
meets 1st and 3d Mondays, at 2 p. m.,
in Gould's Hall.
- Mrs. D. Watkins. P
Mrs. R. Engler, Box 66. S
Mrs. M. Morrissey, 2713 Banks st.
New Orleans, La. I
- 306—WOLFE, PINE, ST. LOUIS, MO.,
meets 2d & 4th Thursdays at 2 p. m.
at 3507 Pine st.
- Mrs. Ella Casper, 2827 Geyer av. P
Mrs. Wm. Richards, n. 230 S. 1st st.
Mrs. A. C. Brennecke, 3712 Hartford st. I
- 307—THE GLENN STATE OF W. VIRGINIA,
meets alternate Weds, 2
p. m., in Geisler's Hall, 29 Penn. st.
- Mrs. Irene Kitzmiller, 1145 Robinson
st. P
Mrs. Sallie Stoyer, 1052 N. 5th st. S
Mrs. Mary Holland, 123W. Douglass st. I
- 308—T. F. BELDEN, COLUMBIA, S. C.,
meets 1st and 3d Thursdays 2 p. m.,
in K. of P. Hall.
- Mrs. E. K. Bibson, 1711 Pickens st. P
Mrs. J. E. McDaniel, 1510 Barnwell st. S
Mrs. A. G. Menefee, 1712 Blandin st. I
- 309—ALPHA, ALLIANCE, NBR., meets 1st
& 3d Thursdays, 2 p. m., I. O. O. F. Hall
Mrs. Ada B. Allen, 638 Niobrara av. P & I
Mrs. Flora Hicks, 516 Niobrara av. S
- 310—GUIDING LIGHT OF 412 WILMINGTON,
DEL., meets 2d & 4th Thurs-
days, 2:30 p. m., 615 Shipley st.
- Mrs. T. P. Truman, 809 W. 10 st. P
Mrs. E. F. Manlove, 907 Pine st. S
Mrs. J. M. Anderson, 702 West st. I
- 311—THE SHINING LIGHTS OF 44,
RAWLINS, WYO., meets 2d and 4th
Thursdays 2 p. m., O'Donnell's Hall.
- Mrs. J. B. Robinson. P
Mrs. W. F. Waldsmith. S
Mrs. Jas. Alphin. I
- 312—JAMES J. HILL, SEATTLE, WASH.,
meets 2d and 4th Wednesdays 2 p. m.
in Foresters of America Hall,
1225 N. 1st ave.
- Mrs. E. P. Sheerer, 515 1st av. W. P
Mrs. J. N. Hicks, 1208 Walker st. S
Mrs. J. B. Kirsch, 132 3d av. N. I
- 313—GARNET, EL DOW, KY., meets 1st
& 3d Thursdays, 2 p. m., Masonic
Hall, cor. Elm & Kenner sts.
- Mrs. W. B. Barr, River Road. P
Mrs. C. H. Henderson, 116 Elm st. S
Mrs. P. F. Moffett, 117 Elm st. I
- 314—SOKORIS, SHAWNEE, OKLAHOMA,
meets 2d & 4th Wednesdays, 2 p. m.,
I. O. O. F. Hall, N. Broadway.
- Mrs. Wm. Martin, 204 S. Main st. P
Mrs. W. A. Haun, 414 N. Tucker st. S
Mrs. J. L. Curry, 312 No. Park st. I
- 315—LAKE OKLAHOMA, OKLAHOMA, S. Y.,
meets 3d & 4th Wednesdays, 2:30 p. m.,
B. of L. E. Hall, E. 8d st.
- Mrs. Chas. E. Miller, 37 W. Albany st. P
Mrs. W. E. Cole, 92 W. Cayuga st. S
Mrs. O. A. Hicks, 190 W. 8th st. I
- 316—LURA GAYNOR, KANKAKEE, ILL.,
meets 2d & 4th Wednesdays 2:00 p. m.,
in K. of P. Hall, East ave.
- Mrs. Rose Weller, 350 Dearborn av. P
Mrs. Nellie Harrington, 364 Schuyler
av. S
Mrs. Jessie Baker, 62 Schuyler av. I
- 317—THREE BRANCH, ARGENTA, ARK.,
meets 2d & 4th Wednesdays, 2:30 p. m.,
Vogel's Hall, Newton av.
- Mrs. Geo. Emery, 1501 Main st. P
Mrs. Fannie Porter, 211 Main st. S
Mrs. Mary E. Myers, 405 Olive st. I
- 318—J. H. SALLEY, LIVINGSTON, MONT.,
meets 1st and 3d Tuesdays at 2 p. m.,
in Masonic Hall.
- Mrs. C. H. Goddard, 508 N. B. st. P
Mrs. J. C. Woolvort, 213 S. F. st. S
Mrs. M. J. Bay, 235 South C. st. I
- 319—J. S. HATSON, GREENVILLE, PA.,
meets 2d & 4th Wednesdays at 2:30
p. m., in K. of P. Hall, Main st.
- Mrs. F. A. Hause, 245 Clinton st. P
Mrs. F. J. McCall, 215 Columbia av. S
Mrs. E. C. Miller, 104 Shenandoah st. I
- 320—ARCHAEL NEIL, MARSHALLTOWN,
IOWA, meets 2d & 4th Thurs., 2:30 p. m.,
in Red Men's Hall, W. Main st.
- Mrs. E. C. Brown, 407 S. 3d st. P
Mrs. T. C. Clegg, 309 So. 4th st. S
Mrs. D. J. Collins, 405 W. Nevada st. I
- 321—LEHIGH, LEHIGH TOWNSHIP, meets 1st
& 3d Thurs. 2 p. m., House Hall, 1st st.
- Mrs. Ben Barfoot. P
Mrs. Leroy Ritter, N. 4th st. S
Mrs. Phalon Shoemaker. I
- 322—COLUMBIAN, MEMPHIS, TENN., meets
2d & 4th Thursdays, 2:30 p. m., in
Graves' Hall, cor. McLemore and
Bayburn Blvd.
- Mrs. J. W. Reese, 717 Bayburn Blvd. P
Mrs. J. I. Wheeler, 257 E. W. Virginia av. S
Mrs. T. Ezell, 13 W. Virginia st. I
- 323—JOHN J. KELLS, ST. PAUL, MINN.,
meets 2d & 4th Thursdays 2 p. m., in
I. O. O. F. Hall, cor. Wabash & 6th st.
- Mrs. Gus Kasenow, Jesse st. P
Mrs. C. E. Gormley, 123 W. 7th st. S
Mrs. Emily Olson, 654 Armstrong st. I
- 324—NEW ONTARIO, FORT WILLIAM,
ONT., meets 1st & 3d Tuesdays, 3 p. m.,
in Neault Hall, Simpson st.
- Mrs. J. J. Sheridan, 125 Syndicate
ave. P
Mrs. O. Tragean, 233 May st. S
Mrs. F. Kidd, 130 Deane st. I
- 325—ALABAMA CITY, GREAT FALLS,
MONT., meets 2d & 4th Thurs. 2:30 p. m.,
Odd Fellows' Hall, Central av.
- M. S. R. Muirhead, 504 3d av. S. W. P
Mrs. M. McDermaid, 423 3d av. S. W. S
Mrs. Ida Genshaw, Central av. room
42, Bach Cory Block. I
- 326—CHURLES ROCK, COLUMBIA, PA.,
meets alternate Thursdays, 2 p. m.,
Swartz Bldg, cor. 3rd & Locust sts.
- Mrs. J. B. Williams, Downingtown, Pa. P
Mrs. N. H. Worrell, 1509 Green st.
Harrisburg, Pa. S
Mrs. J. M. Ween, 725 Chestnut st. I
- 327—ST. BALDY, HILLIARD, WASH.,
meets 2d & 4th Tuesdays, 2 p. m., I.
O. O. F. Hall.
- Mrs. J. E. Barr, Westfall st. P
Mrs. Martin E. Snyder, Queen av. S
Mrs. Geo. Wagoner, Westfall st. I
- 328—SCHUYLER, TAMAUCA, PA., meets
1st & 3d Wednesdays 2 p. m., Odd
Fellows Hall, E. Broad st.
- Mrs. Jos. McCarthy, 434 Pine st. P
Mrs. Thos. J. Howell, 130 Hunter st. S
Mrs. David Dress. I
- 329—W. E. DENNISON, COLUMB GROVE,
KAN., meets 1st & 3d Thursdays, 2:00
p. m., in Security Hall, Main st.
- Mrs. W. E. Dennison. P
Mrs. Clara Norton. S
Mrs. Clara Keener. I
- 330—IVY, TRINIDAD, COLO., meets 1st
& 3d Wednesdays, 2 p. m., Odd Fel-
lows Hall.
- Mrs. Dan Horan, 1303 Frost & Buena
Vista st. P
Mrs. T. H. Ryan, 319 Johnson av. S
Mrs. C. C. Waller, 551 Union av. I
- 331—BLU E RIDGE, HOANOK, VA., meets
2d & 4th Wednesdays 2:30 p. m., in
Mystic Chain Hall.
- Mrs. T. F. Dixon, 924 Patterson av. P
Mrs. Robert Spangler, 501 Campbell av. S
Mrs. J. W. Skott, 1623 Chapman av. I
- 332—PHILADELPHIA, PHILA., PA., meets
alternate Wednesdays, 2 p. m., Davis
Hall, 39th st. & Lancaster st.
- Mrs. H. M. Cooper, 1235 So. 61st st. P
Mrs. H. B. Warnick, 1528 S. 52d st. S
Mrs. Geo. Moore, 1244 So. 61st st. I
- 333—LAKE ERIE, LORAIN, O., meets 2d
Thursday 2 p. m., and 4th Tuesdays,
7:30 p. m., K. of P. Hall, 1736 Pen-
field av.
- Mrs. S. W. Scott, 1620 I. Livingston av. P
Mrs. Sarah Gethem, 230 Dexter st. S
Mrs. C. E. Lange, 302 3d av. I
- 334—MOUNTAIN CITY, DU ROIS, PA.,
meets 1 & 3 Wednesdays, at 2 p. m.,
in Webber Hall, Brady st.
- Mrs. Geo. Brady, 37 W. Washington st. P
Mrs. E. S. Vossburg, 7 Juniper st. S
Mrs. J. B. Averill, 309 Knarr st. I
- 335—QUEEN OF THE VALLEY, ALLEN-
TOWNS, PA., meets 1st & 3d Thursdays
2 p. m., Hunsickers Hall, 31 N. 7th st.
- Mrs. H. A. Geisenshainer, 156 Linden
av. P
Mrs. Ella Heabner, 156 Linden av. S
Mrs. Libbie E. Hill, 216 Ridge st. I
- 336—YAKAT, YAKUTSK, TEXAS, meets
1st & 3d Tuesdays, at 3:30 p. m., in
Red Men's Hall.
- Mrs. Harry Lane. P
Mrs. C. C. Eaves, Dallas St. S
Mrs. J. S. Mameron. I
- 337—LOYAL, BELLEVILLE, ONT., meets
1st and 3d Wednesdays, 2 p. m., in
B. of L. E. Hall.
- Mrs. Geo. Ormond, Albert st. P
Mrs. Tim Daley, box 53, G. T. R. P. O. S.
Mrs. W. J. Logue, Station P. O. I
- 338—NORTH STAR, STAPLES, MINN.,
meets 1st and 3d Saturdays, 3:00 p. m.,
in Sovereign Hall.
- Mrs. J. J. Gavin. P & I
Mrs. D. Kirchgesner. I
- 339—PACHECO, KERS, CAL., meets 2d
and 4th Thursdays, 2 p. m., K. P. Hall,
Mrs. W. F. Magee, 1834 22nd st.
Bakersfield, Cal. P
Mrs. F. D. Mills, 1228 Baker st. S
Mrs. Geo. Hunter, 830 1st st. I
- 340—ROSLINE, TRENTON, S. J., meets
1st and 3d Thursdays, 2 p. m., Hib-
bert's Hall, So. Broad st.
- Mrs. I. hos. Cope, 2403 Perry st. P
Mrs. M. H. Johnson, 89 Carroll av. S
Mrs. W. E. Browning, 59 Model av. I
- 341—HIGHLAND, CRESTON, IOWA, meets
1st & 3d Fridays, 2:00 p. m., Gib-
son's & Phillips Hall, Vine st.
- Mrs. John A. White, 806 W. Newell st. P
Mrs. Lon C. Abbott, 206 N. Cherry st. S
Mrs. G. B. Thompson, 123 W. Mill st. I
- 342—MRS. HARRY ST. CLAIR, EAST ST.
LOUIS, ILL., meets 2d & 4th Friday
2 p. m., in Eagles Hall.
- Mrs. A. C. Goodin, 2807 Henriette st.
St. Louis, Mo. P
Mrs. S. H. McLaughlin, 3109 Bond av. S
Mrs. John Wall, 1456 Gatzert st. I
- 343—THE BURLINGTON, BURLINGTON,
IOWA, meets 2d & 4th Mondays, 2 p. m.,
K. of C. Hall.
- Mrs. J. G. Sutherland, 414 S. 5th st. P
Mrs. Ida Lidstrand, 82 S. 5th st. S
Mrs. C. E. Manning, 801 So. Central
av. I
- 344—ST. PIERRE, CHAMPAIGN, ILL., meets
1 & 3 Wednesdays, 2 p. m., in B. of
L. E. Hall, 25 Neil st.
- Mrs. Margaret Hayes, 104 Springfield
av. P
Mrs. C. J. Gillen, 406 E. Green st. S
Mrs. J. Craney, 31 N. 1st st. I
- 345—VANDALIA, LOGANSBURG, IND.,
meets alternate Tuesdays, 2 p. m.,
in Ben Hur Hall, cor. 4th & Broad-
way.
- Mrs. Earl Denbo, 704 Miami av. P
Mrs. D. A. Reynolds, 35 Washing-
ton st. S
Mrs. G. Lautner, 311 N. 1st st. I
- 346—MOUNT ROYAL, MONTREAL, QUE.,
meets 1st Thursdays 2:30 p. m. & 3rd
Thursday at 8 p. m. in Victoria Hall,
Westmont.
- Mrs. G. Kell, 2 Fortune st., Pt. St.
Charles. P
Mrs. Gilbert Dyer, 100 Westmont av. S
St. Henri. I
Mrs. L. Parker, Notre Dame de Grace. I
- 347—THE PORTAGE, PORTAGE, WIS.,
meets 1st & 3d Tuesdays, 7:30
p. m., in Eagles Hall.
- Mrs. Patrick McMahon, 1011 Cass st. P
Mrs. E. C. Schneider, 715 Prospect av. S
Mrs. John Little, 320 Emmet st. I
- 348—BONAMI, GALESTRO, ILL., meets
2d & 4th Wednesdays, 2:30 p. m., in
Maccabee's Temple.
- Mrs. W. H. Miller, 105 Lincoln st. P
Mrs. W. Jennings, 1042 E. South st. S
Mrs. B. Wagner, 416 Maple st. I
- 349—W. D. ROBINSON, WASHINGTON,
IND., meets 2d & 4th Wednesdays,
2:30 p. m., in K. of P. Hall, Main st.
- Mrs. Cliff Markel, Oak & W. Second st. P
Mrs. M. Toohy, 301 S. Meridian st. S
Mrs. A. Haag, 1305 McCormick av. I
- 350—EASTPORT, TAZIA, POINT, RICH-
MOND, CAL., meets 2d & 4th Thurs-
days 2:30 p. m., in Fraternal Hall.
- Mrs. J. McGraw, P. O. Box 237. P
Mrs. J. B. McCabe. S
Mrs. D. Hopkins, P. O. Box 194. I
- 351—MRS. JOHN HENNEY, NEW YORK
CITY, N. Y., meets 2d & 4th Thurs-
days, 2:30 p. m., 12th Ward Bank
Bldg., Lexington av. & 125th st.
- Mrs. G. A. Mornhinweg, 154 S. 11th av.
Mt. Vernon, N. Y. P
Mrs. Jas. J. Burn, 1413 Beach av., West-
chester, N. Y. S
Mrs. Jos. Benson, 524 E. 135th st. I

352-ST. LAURENCE, RIVIERE DU LOUP, PROV. QUE., CAN. meets every Tues. 2 p. m. B. of L. E. Hall, 24 St. Andre st.

Mrs. John R. Murphy, Station P. O. P.
Mrs. Jos. Couillard, Station P. O. S.
Mrs. J. Maxwell Scott, Station P. O. I

353-WARREN S. STONE, FITCHBURG, MASS. meets 2d & 4th Thursdays, 2 p. m., G. A. H. Hall, 129 Main st.

Mrs. J. H. C. Smith, 129 Main st.
Mrs. H. B. Allen, 62 Hartwell st.
Mrs. H. E. Parker, 18 Harvard st.

354-ALAMO, SAN ANTONIO, TEX. meets 2d & 4th Friday, 8:00 p. m., in Odd Fellows Hall, Houston st.

Mrs. A. J. Torbert, 606 Crosby st.
Mrs. Jas. Hopper, 514 Armstrong st.
Mrs. W. L. Winsor, 529 Magnolia st.

355-MRS. J. A. BORTON, BRECKENRIDGE, MINN. meets 2d & 4th Wednesday at 8 p. m. in City Hall, 6th st.

Mrs. Emma Hammond.
Mrs. Anna B. Anderson, Box 715.
Mrs. Alexander Auman.

356-THE SANTA LUCIA, SAN LUIS OBISPO, CAL. meets 1st & 3d Thursdays, 2:30 p. m., Eagles Hall, Higgins st.

Mrs. Jas. Reidy, The Reidy Hotel.
Mrs. Walter Postlewait, 1627 Santa Rosa st.
Mrs. H. J. Miller.

357-AURORA, AURORA, ILL. meets 1st & 3d Wednesdays, 2:30 p. m., in Schoeberlein Hall, Fox st.

Mrs. R. B. Hatten, 128 N. 4th st.
Mrs. M. C. Carter, 24 N. West st.
Mrs. Owen Murray, 91 Spencer st.

358-SPRING TIRE, COMMERCE, TEXAS. meets 2d & 4th Thursdays, 2:30 p. m., in B. of L. E. Hall.

Mrs. D. R. Langridge.
Mrs. J. W. Powell.
Mrs. J. W. Parton.

359-PRIDE OF NINEY, EIGHT, LINCOLN, NEB. meets 1st & 3 Wednesday, 2:00 p. m. in G. A. Hall.

Mrs. Josie Moore, 126 E. 8th.
Mrs. Martha A. Waite, 603 S. 8th st.
Mrs. Anna McCrory, 720 N. 12th st.

360-SINCERITY, PRINCETON, INDIANA. meets 1st & 3d Wed 2 p. m. in Union Hall.

Mrs. John Boyles, 303 Seminary st.
Mrs. E. J. Smith, 1218 S. Gibson st.
Mrs. M. Langford, Baldwin Heights.

361-MARY L. COOK, WOODVILLE, N.H. meets 2d & 4th Tuesday, 2 p. m., K. of P. Hall, Central st.

Mrs. H. A. Colby.
Mrs. N. J. Miller, Walnut st.
Mrs. P. C. Gale.

362-QUEEN ALEXANDRIA, ST. THOMAS, CAN. meets 2d & 4th Thursdays, 2:30 p. m., I. O. O. F. Hall, Talbot st.

Mrs. J. Gowing, 88 Gladstone st.
Mrs. D. A. Walker, 168 Wellington st.
Mrs. J. Taylor, 64 Catherine st.

363-SPENCER, SPENCER, N. C. meets 2d & 4th Thurs. 2 p. m. in Union Hall.

Mrs. D. A. Beaver, Salisbury, N. C.
Mrs. A. D. Smith.
Mrs. S. S. Moore.

364-WARASH VALLEY, WARASH, IND. meets alternate Wednesdays 2:30 p. m., in Ben Hur Hall, Market st.

Mrs. C. E. Herrick, 14 E. Main st.
Mrs. W. P. Hockaday, 34 Scott st.
Mrs. C. F. Scheer, 136 E. Hill st.

365-SASKATCHEWAN MOOSE JAW PROV. OF SASKATCHEWAN, CANADA. meets 2d & 4th Wed., 7:30 p. m., in Hitchcock's Hall, Main st.

Mrs. Geo. M. H. Macdonald st.
Mrs. J. Humble, 120 E. Fairford st.
Mrs. W. Delbridge, 10 W. High st.

366-PRIDE OF 357, MINNEAPOLIS, MINN. meet 2d & 4th Thursdays at 2:30 p. m. in Maccabee Hall, cor. Bloomington and Franklin av.

Mrs. H. E. Herrick, 3506 18th av. S.
Mrs. M. Kelley, 2451 Cedar st.
Mrs. Loma Mase, 2428 Elliott av.

367-EUREKA, DALLAS, ILL. meet 2d & 4th Thur. 2 p. m., A. O. U. W. Hall.

Mrs. C. H. Dally.
Mrs. Helen L. Fuller, 638 W. 9th Place, Chicago, Ill.
Mrs. T. Harper.

368-CANADIAN PACIFIC, TORONTO JUNCTION, ONT. meet 1st & 3d Thursdays, 2:30 p. m. St. James Hall.

Mrs. Wm. Bouskill, 13 Northcote av., Toronto.
Mrs. Geo. W. Nance, 150 Pacific av.
Mrs. Charles Campbell, 77 Vine st., West Toronto, Ont.

369-BANATONIA, HALLSTAD, PA. meets 1st & 3d Thursdays at 2:30 p. m. in Clunne's Hall.

Mrs. C. L. Capwell, 14 William st.
Mrs. C. W. Tingley, Dalton, Pa.
Mrs. E. Stalker, 49 New York av.

370-PRIDE OF OHIO, MIDDLEPORT, O meets 1st & 3d Thursdays, 2 p. m. in B. of L. E. Hall.

Mrs. C. E. Smith.
Mrs. Martin J. McCarty.
Mrs. Jas. Stevens.

371-FRISCO, THAYER, MO. meets 1st & 3d Mondays, 2:30 p. m., Boyd's Hall.

Mrs. Jacob Myers.
Mrs. George Upham.
Mrs. Frank Cooper.

372-CHAWFORD, COLUMBUS, GA. meets alternate Thursdays, 2:30 p. m., in Royal Arcanum Hall, First av.

Mrs. A. E. Simpson, 1500 Second ave P.
Mrs. G. O. Collins, 1300 19th st.
Mrs. V. H. Green, 1108 18th st.

373-YOLA, LIMA, OHIO. meets 1st and 3d Friday, 2 p. m., in Mt. Hermon Hall, N. E. cor. Public Sq.

Mrs. W. H. Warner, 638 Delphos av. P.4
Mrs. Sallie Hall, 217 N. Main st.

374-GOOD HOPE, HARRISBURG, PA. meets 2d & 4th Thursdays, 2 p. m., in Maule's Hall, cor. 6th & Keltor sts.

Mrs. L. J. 316 Cumberland st.
Mrs. Wm. Gardner, 414 1/2 Harris st.
Mrs. D. F. Snyder, 1738 Gr. en st.

375-OLNEY, MACON, GA. meets 1st & 3d Thursdays, 2:30 p. m., in Odd Fellows Hall.

Mrs. A. J. Brooks, 863 2nd st.
Mrs. J. Williams, 817 Church st.
East Macon.
Mrs. B. F. Anderson, 1716 Plum st.

376-VIOLET, CHICAGO, ILL. meets 1st & 3d Wednesday, at 2 P. M., in Lawn Dale Hall, cor. Ogden & Trumbull av.

Mrs. O. Danziger, 360 S. Roman av.
Mrs. L. J. 316 Cumberland st.
Mrs. Ernest Fisher, 738 S. Kedzie av.

377-HELP MATE TO 521, NEW ORLEANS, LA. meets 1st & 3d Wednesdays, 2 p. m. in K. of P. Hall, Bermuda st.

Mrs. R. J. Coffman, 520 Pelican av.
Mrs. E. H. Gayard, 639 Belleville st.
Mrs. J. H. Collins, 315 S. 13th st.

378-ABRUZZO, GLASTON, NICH. meets alternate Wednesdays, 7:30 p. m., in Wassa Hall, 9th st.

Mrs. Wm. Prais, Minnesota av.
Mrs. T. Fitzpatrick, 1387 Wisconsin st.

379-THIRTY VALLEY, TEAGUE, TEX. meets 1st & 3d Wednesday at 2:30 p. m. in K. of P. Hall.

Mrs. Ed. Looney.
Mrs. J. T. Odell, Box 485.
Mrs. J. M. Stevens.

380-HOWARD, WESTON, W. VA. meets 1st & 3d Wednesdays, 2:30 p. m., in Eagles' Hall, Main st.

Mrs. E. E. Smith.
Mrs. P. D. Marsh.
Mrs. G. B. Ramsburg.

381-CARNEGIE, CARNEGIE, PA. meets 1st & 3d Tues. 1:30 p. m., in Masonic Hall, cor. Main and Broadway.

Mrs. H. Keenan, 34 Boro View av.
Mrs. S. C. 14th Wabash av.
Mrs. Frank Knox, 67 Dick st.

382-BELLE FORT, FORT SMITH, ARK. meets 1st & 3d Wednesdays, 2:30 p. m., in Modern Woodmen's Hall.

Mrs. Maud Gunn, 1308 N. 6th st.
Mrs. Rhoda Willis, 217 N. 5th st.
Mrs. Susie Brochus, 500 N. 4th st.

383-BELLE FORT, FORT SMITH, ARK. meets 2d & 4th Wednesdays, at 2:30 p. m., in Red Men's Hall, Plant av.

Mrs. H. S. DuRose, 56 Gilmore st.
Mrs. J. M. DuRose, 56 Gilmore st.
Mrs. A. R. Campbell, cor. Stevenson & Reynolds.

384-PRIDE OF 357, MINNEAPOLIS, MINN. meets 2d & 4th Thursdays, 2:00 p. m. Foresters Hall, 12-14 E. Bay st.

Mrs. N. N. Wakefield, 563 Banana st.
Mrs. W. H. Hunt, 1021 W. Monroe st.
Mrs. F. W. Amason, 23 Roselle st.

385-CABLE, OTTAWA, IOWA. meets 1st & 3d Thursdays, 2:30 p. m., in I. O. O. F. Hall.

Mrs. J. W. Dyer, 136 1/2 1st st.
Mrs. F. McGovern, 632 E. Sanan-
tha st.
Mrs. F. E. Orvis.

386-DELOSS EVERETT, BROOKFIELD, MO. meets 1st and 3d Wednesdays, 2:30 p. m., in I. O. O. F. Hall.

Mrs. J. W. Davis, 215 John st.
Mrs. Harry Anderson, 425 E. Park av.
Mrs. Geo. East, 319 S. Main st.

387-ALICE HILLS, SPRINGFIELD, O. meets 2d & 4th Thursday 2 p. m. in O. U. A. M. Hall.

Mrs. Geo. Combs, 302 S. Belmont av.
Mrs. Ella E. Bridge, 21 N. Green-
wood st.
Mrs. Kate Meals, 488 Grand av.

388-MRS. HOWARD H. KIGHT, CUMBERLAND, MD. meets 1st & 3d Sat. 1:30 p. m. in I. O. O. F. Hall, Center st.

Mrs. May Twigg, Kildgley, W. Va.
Mrs. Reb. Arnold, Patterson av.
Mrs. Mary Grain, Fairview av.

389-IDEAL, CONCORD, N. H. meets 1st Thursday & 3d Friday at 2:30 p. m., in B. of L. E. Hall, Hill's Bldg., N. Main st.

Mrs. L. H. Buntin, 40 S. Spring st.
Mrs. J. G. Dimond, 16 S. State st.
Mrs. G. H. Morey, 23 Broadway.

390-ANAKAKA, SHERIDAN, WYO. meets 2d & 4th Fri. in K. of P. Hall.

Mrs. Aurilla Henson, Coffeen av.
Mrs. Bida M. Reid, 576 E. 6th st.
Mrs. Isabella Coyne, W. S. 1st St. S.

391-TOLEDO, TOLEDO, O. meets 1st & 3d Wednesday 2 p. m. in Anthony Wayne Hall, Broadway.

Mrs. Esther Watson, 548 Knower st.
Mrs. J. M. Oregon, 1607 Western av.
Mrs. Emma Kirkham, 554 Walburg av.

392-ARROWHEAD, LOS ANGELES, CAL. meets 2d & 4th Thursdays at 2:00 p. m. at 1566 E. 1st st. L. A.

Mrs. E. O. Lynch, 2612 Darwin av.
Mrs. E. J. Duffenbaugh, 1068 E. 2d st.
Mrs. Flora Paulus, 2301 E. 2d st.

393-MARTHA WASHINGTON, MT. CARMEL, ILL. meets 2d and 4th Thursdays at 2 p. m., in B. of L. E. Hall.

Mrs. M. Johnson, 331 N. Mulberry st.
Mrs. Grant Hall, 331 E. 9th st.
Mrs. S. G. Rash, 110 W. 7th st.

394-HEART RIVER, DICKINSON, N. D. meets 1st and 3d Saturdays, 7:30 p. m.

Mrs. Alfred White.
Mrs. Alma Jennings.
Mrs. W. H. Flanagan.

395-JANITA, SALEM, ILL. meets 2d & 4th Fri. 2 p. m., Odd Fellows Hall.

Mrs. O. O. Rieder.
Mrs. B. W. Harvey.
Mrs. Y. E. Musgrave.

396-ALICE HILLS, SPRINGFIELD, O. meets 1st and 3d Wed. 2 p. m., Bailey's Hall.

Mrs. G. W. Arnot, 809 N. Willow st.
Mrs. Chas. Rogers, 611 W. Houston st.
Mrs. F. L. Goodson, 1100 Richards st.

397-ALL-GLORY, CLIFTON FORGE, VA. meets 2 & 4 Mon. 2:30 p. m. Eagle Hall.

Mrs. K. B. Paxton, Church st.
Mrs. T. H. Horwotton, 77 Rose av.
Mrs. T. I. Hyde.

398-JEFFERSON, BIRMINGHAM, ALA. meets 2d & 4th Wednesdays 2 p. m. in Red Men's Hall, 1217 1/2 1st av.

Mrs. E. O. Alexander, 2509 7th Ave. P.
Mrs. A. Boullecan, 2410 Ave. F, En-
sley.
Mrs. E. McClinton, 3914 6th av. St. I.

399-SWEET OLIVE, FLORENCE, S. C. meets 2d and 4th Tuesdays 3 p. m. in Brotherhood Hall, Evans St.

Mrs. E. F. Hall, 100 N. Jarroette st.
Mrs. J. D. Latham, 251 Evans st.
Mrs. Lee Shearer, Jarroette st.

400-PRIMROSE, WICHITA, KANS. meets 2d & 4th Tuesdays at 2:30 p. m., in Maccabee Hall, Douglas av.

Mrs. Lottie McBride, 633 Waco av.
Mrs. Cressie King, 625 Waco av.
Mrs. Myrtle Hayden, 415 Riverside st.

**401-PRIDE OF GILLOW, HAN-
BURNSTOWN, MD.** meets 2d & 4th p. m., in Masonic Temple, Potomac st.

Mrs. E. L. Updegrave, 708 Washing-
ton st.
Mrs. N. Single, 618 W. Franklin st.
Mrs. Mary McLeary, 67 Bedford st.

402-YEN, WARILLO, T. CAN. meets 1st & 3d Wednesday, in K. of P. Hall.

Mrs. J. Callahan, 30 North Grant st.
Mrs. M. Lewis, 604 Buchanan st.
Mrs. Dora Rhodes, 400 N. Lincoln st.

403-O. W. MOON, LA GRANDE, OREGON. meets 2nd & 4th Tuesdays, 2 p. m., K. of P. Hall.

Mrs. Fred Schulte, cor. 9th & N. st.
Mrs. C. M. Humphreys, 1108 cor. 6th & O. sts.
Mrs. P. J. Thomsen, 1307 1st st.

404-DELMOND, CHAUDIERE, QUEBEC, CANADA. meets 2nd & 4th Tuesdays in B. of L. E. Hall.

Mrs. James McNaughton, Chaudiere, Quebec.
Mrs. W. H. Tooby, Chaudiere Junct.
Mrs. Geo. H. Goddard, Ft. Levi, So. Quebec.

405-CECILIA VALLEY, CEDARTOWN, GA. meets 2nd & 4th Wednesdays, 2 p. m., I. O. O. F. Hall.

Mrs. Josie Phillips, Box 445.
Mrs. L. J. Norton, Box 453.
Mrs. H. W. Flournoy, Box 213.

406-DORA HUSTED, GLENN FERRY, IDAHO. meets 2nd & 4th Tuesdays at 3:30 p. m., Gory's Hall.

Mrs. W. L. Wood.
Mrs. Ed Thompson.
Mrs. H. W. Johnson.

407-STRATHONA, MONTREAL, QUEBEC, CANADA. meets 2nd & 4th Thursdays, 2 p. m., in B. of L. E. Hall.

Mrs. Geo. Magowan, 2564 St. Andre st.
Mrs. W. Robinson, 828 Marce st.
Mrs. A. F. Houston, 138 Quebec av.

- 406—FAIRHURD, ASHLAND, KY., meets 1st Thursday & 3d Saturday, 2 p. m. B. of L. E. Hall.
Mrs. B. W. Weoley, 1226 Winchester st.
Mrs. John Tierney, 808 W. Winchester st. S
- 409—FRENCH BROAD, ASHERVILLE, N. C., meets 1st & 3rd Wednesdays 8 p. m., K. of P. Hall.
Mrs. L. P. Aldrich, 95 Ora st. P
Mrs. J. R. Street, 157 Park av. S
Mrs. J. L. Bishop, 149 Bartlett st. I
- 410—HARION, JERSEY CITY, N. J., meets 1st & 3rd Thursdays at 2 p. m., in Fishers Hall, Newark av. & Erie st.
Mrs. W. H. Woolley, 21 Romaine av.
Mrs. L. Bates, 69 Van Reipsen av. S
Mrs. A. Schlegel, 808 Magnolia av. I
- 411—H. E. WILLIAMS, COLUMBUS MISS., meets 1st & 3rd Fridays, 2 p. m., in B. of L. E. Hall.
Mrs. M. F. McWilliams, 1215 N. 2d av. P
Mrs. G. W. Carson, 124 N. 18th st. S
Mrs. A. E. Cheatham. I
- 412—HUTCHES STATE, NEW LONDON, CONN., meets 1st & 3rd Wednesdays at 2:30 p. m., Mohagan Lodge Room, 95 State st.
Mrs. A. W. Brickley, 9 Brewer st. P
Mrs. B. A. Wilson, 161 Howard st. S
Mrs. O. E. Sartoris, 262 State st. I
- 413—MONTGOMERY, NORRISTOWN, PA., meets 1st & 3rd Thursdays 2 p. m., Odd Fellows Temple.
Mrs. Minerva Gandy, 1 E. 4th st. P
Mrs. Jos. F. Coetello, 48 E. 4th st., Bridgeport, Pa. S
Mrs. B. F. Balchaser, 510 Walnut st. I
- 414—ATURN PARK, CHICAGO, ILL., meets 1st & 3rd Thursdays, 2 p. m., in Auburn Hall.
Mrs. B. A. Shepard, 7745 Union av. P
Mrs. J. E. Jackson, 740 W. 79th st. S
Mrs. A. Cole, 7823 Union av. I
- 415—J. H. DACEY, STANBERRY, MO., meets 2d & 4th Tuesdays, 2:30 p. m., inasonic Hall.
Mrs. J. K. Smith. P
Mrs. S. K. Davidson. S
Mrs. A. D. McGinnis. I
- 416—DAUPHIN, DAUPHIN, MANITOBA, CANADA, meets 1st & 3d Tuesdays at 2:30 p. m., in Odd Fellows Hall.
Mrs. J. M. McLeod, White av. P
Mrs. O. Stewart, 117 4th av. S
Mrs. W. R. Harritt. I
- 417—ROUSTON, ROCKY MOUNT, N. C., meets 2d & 4th Thursdays at 8 p. m., in Elks Hall.
Mrs. Hugh Lancaster, 412 Arlington st. P
Mrs. Emily Hughes, 442 S. Washington st. S
Mrs. Howard Barbour, Express Office Bldg. I
- 418—SWASTIKA, CENTERVILLE, IA., meets 2nd & 4th Wednesdays at 2 p. m., at 919 S. 16th st.
Mrs. L. F. Breitenbucher, 1004 Drake ave. P
- 419—E. S. Gilbert, 301 E. Terry st. S
Mrs. F. Rineck, 302 S. 16th st. I
- 419—HRS. KATHLEEN ARTHUR, CINCINNATI, OHIO, meets 2d & 4th Wednesdays at 2:30 p. m., in G. A. R. Hall, Eastern av.
Mrs. Mary E. Hunt, 4841 Eastern av. P
Mrs. J. J. Berry, 3534 Morris Place. S
Mrs. Eola Stricker, 568 Delta av. I
- 420—LINCOLN LIGHT, SPRINGFIELD, ILL., meets 2nd & 4th Monday at 2 p. m., in Odd Fellows Hall, cor. 4th and Monroe sts.
Mrs. May Lyons, 127 S. 8th st. P
Mrs. Harry F. Campbell, 1516 S. 7th S
Mrs. Laura Schreyer, 1827 S. 8th st. I
- 421—CREST OF 1908, FORT WORTH, TEX., meets 1st & 3rd Tuesdays, 2:30 p. m., in I. O. O. F. Hall, cor. First and Throckmorton sts.
Mrs. D. J. Ryan, 1100 St. Louis av. P
Mrs. A. H. Moser, 314 N. Harding st. S
Mrs. W. J. Robinson, 916 E. Hattie st. I
- 422—MOUNT BECHIE, REVELSTOCK, B. C., meets 2nd Friday at 2 p. m., & 4th Fri., 7:30 p. m., in Seikirk Hall.
Mrs. L. Patrick, P. O. Box 271. P
Mrs. A. Kenward, 4th st. S
Mrs. H. Creelman, 4th st. I
- 423—MOUNTAIN VIEW, POCAHELLO, IDAHO, meets 2 & 4 Weds. 2:30 p. m.
Mrs. Geo. Oliver, 355 S. Arthur st. P
Mrs. P. J. Knowles, 144 N. 4th av. S
Mrs. J. S. Foley, 28 N. Harrison st. I
- 424—RIGHT BOWER, LA JUNTA, COLO., meets 2d & 4th Wed., 2:30 p. m., in Woodmen Hall.
Mrs. J. Heirgood, 321 Cimarron st. P
Mrs. G. Messenger, 405 Cimarron st. S
Mrs. Lois E. Hair, 429 Eaton st. I
- 425—F. A. HUGHES, FITZGERALD, GA., meets 1st and 3rd Wed. at 2 p. m. in Odd Fellows Hall.
Mrs. E. A. Vickroy, 311 S. Main st. P
Mrs. Eugene Judge, 408 S. Grant st. S
Mrs. J. R. Graham, 801 W. Pine st. I
- 426—WINIFRED, FREEDOM, PA., meets 2nd & 4th Wed. in Lewis Hall.
Mrs. Jno. Horner, Fourth av. P
Mrs. J. M. Reed, Conway, Pa. S
Mrs. Wm. Harris, Conway, Pa. I
- 427—WM. CLARION, IA., meets 2d and 4th Fri., 2:30 p. m., Masonic Hall.
Mrs. F. A. Tuller. P
Mrs. W. E. Olson. S
Mrs. J. S. Shirk. I
- 428—JOAQUIN, FRESNO, CAL., meets 2d & 4th Tuesday at 2:30 p. m., in I. O. O. F. Hall.
Mrs. Horace M. Vance. P
Mrs. Fay Owen, 2648 Mariposa st. S
Mrs. Calvin Rich, 627 P. st. I
- 429—METRO MOUNTAIN, MONTEREY, NEX., meets every Friday p. m. at 33 Leardo Tyada.
Mrs. Alice B. Smith, 33 Leardo Tyada. P
Mrs. Lucile Cadie, 102 Colegio Civilis.
Mrs. Sue Brantley, 54 Leardo Tyada. I
- 430—MODEL CITY, ANNISTON, ALA., meets 2nd & 4th Tuesday, at 2:30 p. m., in Blue Mountain Hall.
Mrs. Price Bradley, 202 E. 2nd st. P
Mrs. Mattie Waide, 15 E. 25th st. S
- 431—TRINITAS, DALLAS, TEX., meets 1st & 3rd Wednesdays.
Mrs. M. S. Bannon, 123 St. Louis st. P
Mrs. J. E. Harritt, 123 Fourth av. S
Mrs. J. P. Graul, 615 Lamar st. I
- 432—ETOWAH, ETOWAH, TENN., meets 1st & 3rd Thursdays, at 2 p. m., in Dodsons Hall, Tennessee av.
Mrs. J. E. Hill. P
Mrs. J. M. Johnson, P. O. box 553. S
Mrs. H. G. Edwards. I
- 433—OPAL, WICHITA FALLS, TEXAS, meets 2nd & 4th Thursdays, at 2:30 p. m.
Mrs. L. D. Rhode, 467 Lamar st. P & S
Mrs. Sam Burch, 320 Indiana st. I
- 434—ALLISON, HARRISBURG, PA., meets 1 and 3 Wednesdays, at 2 p. m., in Fackler's Hall, 18th and Derry sts.
Mrs. W. F. LeVan, 1704 Derry st. P
Mrs. John Herbelin, 434 S. 17th st. S
Mrs. Chas. Morrison, 340 S. 17th st. I
- 435—PRIDE OF EASTERN SHORE, DELMAR, DEL., meets 1 and 3 Wednesdays, at 2 p. m., in Masonic Hall.
Mrs. Geo. M. Bar. P
Mrs. C. O. West. S
Mrs. J. H. Downing. I
- 436—CHIPPewa, MONTEVIDEO, MINN., meets 1 and 3 Thursdays, at 2 p. m.
Mrs. Glenn H. Tucker. P
Mrs. Geo. A. Smith. S & I
- 437—KOOTENAY EMERALD, NELSON, B. C., meets 1st & 3d Fridays at 2:30 p. m., K. of P. Hall, Vernon st.
Mrs. H. O. B. McDonald, P. O. box 22. P
Mrs. C. J. Williams, P. O. box 286. I
- 438—ARSENAL, PITTSBURG, VA., meets 1st & 3d Thursdays, Totten's Hall, cor. 43d & Butler sts.
Mrs. A. L. Gill, Braeburn, Pa. P
Mrs. Wm. Johnston, 172 45th st. S
Mrs. J. H. Roney, Verona, Pa. I
- 439—BIRNIE WARREN, FRAYERS CITY, MICH., meets 2d & 4th Thursdays, at 2:30 p. m., in B. of L. E. Hall, cor. Front & Union sts.
Mrs. John Baldus, 380 W. 10th st. P
Mrs. Julia Kearney, 116 N. Oak st. S
Mrs. Clara Markham, 219 E. 11th st. I
- 440—WYNNECH, PRATT, KAN., meets 1st & 3d Tues. 2:30 p. m., I. O. O. F. Hall.
Mrs. Hannah Wideman. P
Mrs. S. Newton, P. O. box 522. S
Mrs. C. W. Downing. I
- 441—PITTTY, TERRE HAUTE, IND., meets 2d & 4th Wed., Engle's Hall, S. 17th st.
Mrs. Wm. Barnes, 1217 S. 17th st. P
Mrs. P. Patton, 1229 Washington av. S
Mrs. J. H. Brough, 1801 S. 16th st. I
- 442—LIBERTY, COLUMBUS, OHIO, meets 2d & 4th Thursdays, at 2:30 p. m., in Monroe av. P
Mrs. Mary Gimbe, 192 N. Monroe av. P
Mrs. H. Harkness, 81 E. Lincoln st. S
Mrs. Virginia Cavey, 264 N. 20th st. I
- 443—MONONGAHELA VALLEY, MONONGAHELA CITY, PA., meets 2d and 4th Weds., 2:30 p. m., L. O. O. F. Hall, 2d st.
Mrs. A. E. Bieseker, 338 Miller st. P
Miss Oliver Stal., Pittsburg, Pa. P
Mrs. J. J. Beals, W. Brownsville, Pa. S
Mrs. Geo. W. Beals, 306 Miller st. I
- 444—KITITAS VALLEY, ELLensburg, WASH., meets 1st & 3d Tuesdays, 2:30 p. m., K. of P. Hall.
Mrs. F. E. Heddes, cor. 5th and Samson sts. P
Mrs. W. J. Bell, 508 N. Cleburn st. S
Mrs. N. L. Holton. I
- 445—BLITZELL, WYOMING, WYB., meets 2d and 4th Saturdays, 2:30 p. m.
Mrs. Anna M. Worden. P
Mrs. Belle M. Archer. S
Mrs. Hattie N. Norton. I
- 446—TOWER GROVE, ST. LOUIS, MO., meets 2d and 4th Wednesdays, 2 p. m., Turner's Hall, cor. Boyle and Chouteau aves.
Mrs. Azza Helton, 1254 Old Manchester rd. P
Mrs. Louisa Hufschmidt, 1339 Old Manchester rd. S
Mrs. Math. Longenbacher, 4233 A. Gibson av. I
- 447—SCENIC LINE, SALIDA, COLO., meets 2d & 4th Sat. at 2 p. m., K. of P. Hall.
Mrs. G. W. Bennett, 909 E. 3d st. P
Mrs. W. J. Garrett, 401 E. 3d st. S
Mrs. Eileen McNicol, 229 E. 1st st. I
- 448—CAPE JESSAMINE, FINE BLUFF, ARK., meets 1st & 3d Wed. at 3 p. m., in K. of P. Hall, W. 2d av.
Mrs. E. S. Howler, 614 E. 2d av. P
Mrs. J. Kennedy, 1129 E. 2d av. S
Mrs. Jewel Roma, 1100 E. 7th av. I
- 449—OKLAHOMA CITY, OKLA.

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Washington, the Father of Our Country.

THOMAS JEFFERSON'S WORD-PICTURE OF THE FIRST PRESIDENT.

I think I knew General Washington intimately and thoroughly, and were I called on to delineate his character, it should be in terms like these:

His mind was great and powerful, without being of the very first order; his penetration strong, though not so acute as that of a Newton, Bacon, or Locke; and as far as he saw, no judgment was ever sounder. It was slow in operation, being

little aided by invention or imagination, but sure in conclusion.

He was incapable of fear, meeting personal dangers with the calmest unconcern. Perhaps the strongest feature in his character was prudence; never acting until every circumstance, every consideration, was maturely weighed; refraining if he saw a doubt; but, when once decided, going through with his purpose, whatever obstacles opposed. His integrity was most pure, his justice the most inflexible I have ever known, no motives of interest or consanguinity, of friendship or hatred, being able to bias his decision.



WASHINGTON AND THE MARQUIS DE LAFAYETTE AT MT. VERNON, VA., THE HOME OF WASHINGTON.
BORN FEB. 22, 1732; DIED DECEMBER 14, 1799.

His heart was not warm in its affections; but he exactly calculated every man's value, and gave him a solid esteem proportioned to it. His person, you know, was fine, his stature exactly what one could wish, his deportment easy, erect, and noble; the best horseman of his age, and the most graceful figure that could be seen on horseback. Although in the circle of his friends, where he might be unreserved with safety, he took a free share in the conversation, his colloquial talents were not above mediocrity, possessing neither copiousness of ideas nor fluency of words. In public, when called on for a sudden opinion, he was unready, short, and embarrassed. Yet he wrote readily, rather diffusely, in an easy and correct style. This he had acquired by

principles, until it had settled down into a quiet and orderly train; and of scrupulously obeying the laws through the whole of his career, civil and military, of which the history of the world furnishes no other example.—*The Scrap Book*.

* * * * *

Extracts from Washington's farewell address, published September 17, 1796:

One of the expedients of a party to acquire influence within particular districts is to misrepresent the opinions of other districts. You cannot shield yourselves too much against the jealousies and heart-burnings which spring from these misrepresentations; they tend to render alien to each other those who ought to be bound together by fraternal affection.



GREAT NORTHERN TANDEM COMPOUND, ONE OF THE LARGEST FREIGHT ENGINES USED ON THE CASCADE MOUNTAINS, CASCADE & SPOKANE DIVISION, IN WASHINGTON.

Bro. H. H. Dean, member Subdivision 540, in charge. Some idea of the road in winter may be obtained by the following illustrations.

conversation with the world, for his education was merely reading, writing, and common arithmetic, to which he added surveying at a later day.

On the whole, his character was, in its mass, perfect—in nothing bad, in few points indifferent; and it may be truly said that never did nature and fortune combine more perfectly to make a man great, and to place him in the same constellation with whatever worthies have merited from man an everlasting remembrance. For his was the singular destiny and merit, of leading the armies of his country through an arduous war for the establishment of its independence; of conducting its councils through the birth of a government, new in its forms and

To the efficacy and permanency of your union, a government of the whole is indispensable.

It is substantially true that virtue or morality is a necessary spring of popular government.

Promote, as an object of primary importance, institutions for the general diffusion of knowledge. In proportion as the structure of a government gives force to public opinion, it is essential that public opinion be enlightened.

Observe good faith and justice toward all nations. Cherish peace and harmony with all.

A passionate attachment of one nation for another produces a variety of evils.



WINTER SCENE, CASCADE MOUNTAINS, GREAT NORTHERN RAILWAY, WASHINGTON.—Courtesy Bro. H. H. Dean, 540.

It is our true policy to steer clear of permanent alliances with any portion of the foreign world.

Taking care always to keep ourselves by suitable establishments on a respectable defensive posture, we may safely trust to temporary alliances for extraordinary emergencies.

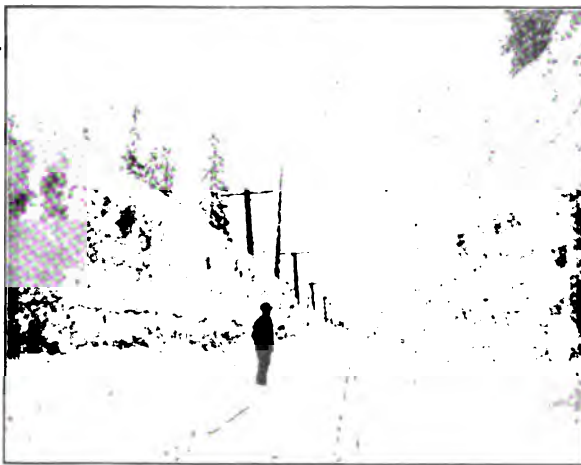
Harmony and a liberal intercourse with all nations are recommended by policy, humanity and interest—but

There can be no greater error than to expect or calculate real favors from nation to nation. It is an illusion which experience must cure, and which a just pride ought to discard.—GLEANINGS BY THE EDITOR.

Good Morning.

Good morning, Brother Sunshine;
 Good morning, Sister Song.
 I beg your humble pardon
 If you've waited very long,
 I thought I heard you rapping;
 To shut you out were sin.
 My heart is standing open;
 Won't you
 walk
 right
 in?

Good morning, Brother Gladness,
 Good morning, Sister Smile.
 They told me you were coming,
 So I waited on a while.
 I'm lonesome here without you;
 A weary while it's been.
 My heart is standing open;
 Won't you
 walk
 right
 in?



BANKS OF SNOW NEAR CASCADE TUNNEL, GREAT NORTHERN RAILWAY.—Courtesy Bro. H. H. Dean, Div. 540.

Good morning, Brother Kindness;
 Good morning, Sister Cheer.
 I heard you were out calling,
 So I waited for you here.
 Some way I keep forgetting
 I have to toll and spin
 When you are my companions;
 Won't you
 walk
 right
 in?

J. W. FOLEY.

The Mangolds' Valentine.

BY ELLIS GRANT.

(Copyright, 1907, Frank Luckert.)

"There's nothing against the Mangolds as I know of," the jolly storekeeper at the Rock Prairie settlement remarked, "but it's plain they don't amount to much."

"That's so," spoke up one of the settlers who were warming themselves by the fire at the store on an early February evening. "They make the two little fellows do all the work. I've never seen the father anywhere."

"Neither have I," said the storekeeper. "They came here in September. The first we see of 'em was noticing the white topped camper's wagon standing on the section of government land near the cabin that the Blagg boys left when they found the land wasn't first class. The two boys have been here for a few things and always paid for what little they got, but they wouldn't talk much. I guess they're pretty hard up, and I've thought I'd go over and see 'em, but I never got to it."

The other men agreed with this history of the family and remarked that they, too, had thought of going to see the family, but had never done so.

One had passed the cabin about a month before. He had seen a woman through the window, but nothing more was known of them. They were evidently the one family of delinquents in a prosperous community of settlers.

"Nice, open winter," remarked Squire Gillett as they all rose to go.

"Yes," said the storekeeper. "Plows'll be going next week, though the nights are kind of chilly yet."

"If the Mangolds expect to hold government land, they must get some plowing done right off."

"Correct. Too bad the old man puts it all on those two boys."

"I suppose so, for our coats aren't quite waterproof," said the other.

"Say, Clive," Joe went on after a moment's silence, "don't you think it's been a pretty lonesome winter?"

Joe nodded three or four times rather ruefully.

"I shall be glad enough when spring comes," he continued, "for then papa can get out of doors and see all the folks."

"He's pretty sick, don't you think?"

"Yes, Joe, but mamma says he's feeling better, and if we're brave, strong boys he'll get well again."

"But the plowing! Can we do it all?"

"Do it? We've got to do it, and there are only a few days left before the time will be up, and if we don't have it done we shall lose the claim. It's too bad the harness broke this afternoon, but if the



CASCADE TUNNEL, AS THE ENTRANCE LOOKS IN WINTER, GREAT NORTHERN RAILROAD.

—Courtesy Bro. H. H. Dean, Div. 540.

Buttoning up their heavy coats, the settlers mounted their ponies and rode homeward together.

"There's the two boys now," remarked Squire Gillett when they had ridden two miles or more across the brown prairie. Looking off to the west, they saw two small boys mounted on large, rawboned work horses, their outlines distinct against the sunset sky.

The two boys were jogging along slowly and in silence. Their slender forms seemed oddly in contrast with the size of the horses they were riding. They shivered in the raw evening air. Heavy clouds were coming up in great black masses from the northwest.

"We must hurry, Joe," said one of the boys, "or we'll get wet."

storekeeper has some straps we'll be all right."

The horses had started into a gallop, and the boys bobbed awkwardly in their seats. Over the swells, down the grassy slopes they went and then, with a still faster pace, whirled down another declivity and crashed through the dead sunflower stalks and tumbleweeds that covered the bottom of the slough.

They had gone but a few yards here when the horses suddenly stopped and sent the young riders sliding forward to the animals' shoulders and manes.

The object which had stopped them was a large and dilapidated "prairie schooner," which stood at the side of the trail. The horses which had been attached to it browsed upon the weeds.

A campfire had been started beside the wagon, and near it, his hands holding his head and his elbows on his knees, was a flannel-shirted and unkempt man.

He did not look up until the boys called to him, and then he raised a worn, anxious, hopeless face.

"Anything the matter?" Joe asked.

"Yes, something's the matter. It's the little one" He motioned toward the wagon.

"Sick?" asked Joe.

"Yes, and maybe dying. I've come for days from the West, calculating to take the child home to the old folks in Missouri, but the little codger couldn't stand the journey."

The boys slipped to the ground and by

you—you drive home with the man, and I'll go to the store. I ain't afraid."

In a few minutes the emigrant was on the road toward the Mangold cabin with Olive, while Joe, his courage just a little weakened by the appearance of the still darkening sky, was riding rapidly in the other direction.

"My goodness, who's this!" exclaimed the storekeeper as he was putting up the blinds of the lonely prairie store for the night. He could hardly believe his eyes when the young rider presented himself.

"And you've come all this way alone?" he said when he had heard Joe's story.

"Well, my boy, you must be a good one. Look here! I'm going home with you."

He put on his overcoat and wrapped a



WENATCHEE RIVER ABOVE LEAVENWORTH, WASH., GREAT NORTHERN RAILWAY.

—Courtesy Bro. H. H. Dean, Div. 540.

the light of the fire approached the back part of the wagon. They drew aside the cover and let the firelight into the interior.

A child hardly more than a baby was moaning on the bed of straw within.

"Can't we help you?" asked Joe anxiously.

"I don't know. I've tried to find a doctor, but I don't seem to make out. Maybe the folks are afraid of me. Anyhow they don't seem to want me around, and now I've clean lost my way."

"I'll tell you what we'll do," said Joe. "We'll take you home. Papa can doctor people."

"But the harness, Joe?" said Olive.

"That's so. I forgot it. Well, I'll tell

shawl about the slender boy's shoulders.

"Come," he said, picking up a bundle which Joe thought was certainly too large to contain nothing more than the piece of harness, "let's go."

Together they mounted the horse, and through the falling rain the two rode on mile after mile, the steady swish of the horse's feet through the dead grass being the only sound to break the stillness of the night.

At last the faint light in the cabin of the Mangolds shone across the plain, and a few moments afterwards the storekeeper and the boy had entered the house.

"I tell you what," said the storekeeper the next evening when a group of settlers

had gathered about his fire, "it wasn't a pleasant sight. There was the baby moaning and suffering, while the little woman was trying to comfort it. Over in the other corner was Mangold himself."

"The old man, eh?" said the squire.

"He's sick, boys—pretty sick. He's been a kind of doctor in the East, but was ordered out here for his health. He hasn't been able to go about any since he came, and his brave little wife and the two boys have looked after everything."

"That's it, eh?"



HOLD ON THERE, BOYS, UNHITCH THOSE HORSES.

"Yes. And, besides that, out of all of us they were the ones to take care of the camper. The poor fellow was about discouraged, and it was a godsend to him that the boys came across him, for the baby'd surely died right there in the ravine.

"More'n that, boys, I found out that the plowing that has to be done on the claim to hold it from the Government ain't near finished. Those children have been trying to do it, and they've got only a few acres plowed. The time expires on

the 15th of the month—that's day after tomorrow—and the claim's likely to be jumped by some outsider."

"I know two fellows who've got their eyes on it," said the squire. "They've been wanting it for some time and are going to make a break whenever they can. They're sharp and I think they've got wind somehow that the railroad's going to strike through that quarter section."

"It'll be tough on the Mangolds to lose their claim," slowly droned out a lank herder who was occupying the top of a sugar barrel; "but, then, they don't amount to much in the settlement, and the Hay boys, being hustlers"—

He got no farther. The look that the storekeeper gave him quite upset him, and he relapsed into silence.

Then a very important conference was held between the storekeeper and the other settlers, and after it the party separated with smiling faces and a satisfied air.

The rain had cleared the atmosphere, and next morning the sky gleamed in such blue splendor as only prairie skies can know. The air was full of the softness and warmth of an early spring morning in southern Kansas.

At an early hour there were seen here and there wagons wending their way along the prairie. In each wagon there was a plow or a harrow, and in some of them were heaps of corn and other provisions.

Clive and Joe looked out of the Mangold cabin and noticed that the horses' heads were all facing them.

"Let's hurry and hitch up," said Joe, "and get to plowing. All the folks are coming by here, and we ought to be at work."

They ran out and began harnessing the horses to the plow, the stranger emigrant looking on dolefully.

"Hold on there, boys! Unhitch those horses!"

It was the storekeeper, with a grin on his face.

"All you have to do today," he went on, "is to boss. We'll do the work. Now, say, where do you want your 40 acres plowed?"

Joe, bewildered, looked around upon the gathering teams and pointed to a tract around which the boys had made several straggling furrows.

"All right. Now, fellows, hurry up!" shouted the storekeeper.

There was a great rattling of chains and much laughter as team after team went with his plow to the corner of the field, presently to send a long chocolate ribbon of sod rolling after as it took its way around the great square piece of prairie.

"Twenty-four of them," said Mrs. Mangold, counting with extended finger, her worn face lighting up with pleasure. The strange visitation and the pile of provisions that had been brought by the settlers had almost overwhelmed her.

Following the plows were harrows, and the land rapidly took on the appearance of a field long tilled. The sun was halfway across the sky when all stopped at a signal from the storekeeper.

"Boys," he said when the men had gathered round, "now let's eat dinner, and then we'll finish. But while we're

Just before the sun reached the horizon the square of prairie sod had been blotted out.

As the party gathered around the cabin in the twilight the herder rode up, his horse white with foam. He held a large official envelope in his hand.

"February the 14th," read the storekeeper aloud, beginning the certificate. "Boys," he said, with a laugh, looking up, "this is St. Valentine's day."

"That's so," said several of the settlers. "Tell you what let's do," proposed Squire Gillett; "let's give the certificate to the woman for a valentine."

Gathering together, with the squire at their head, they knocked at the door of the cabin. Mrs. Mangold opened it, and the pale face of her husband was seen behind her shoulder.

Squire Gillett made a very handsome little speech and presented her with the certificate as a valentine, accompanying his formal words with some hearty praise of the brave boys.



LET'S GIVE THE CERTIFICATE FOR A VALENTINE.

finishing, how would it do for someone to go to the village and bring out a certificate of entry on the claim? That'll make it all sure. By that time he will be able to prove that the required plowing is done, you see."

The proposition was received with a shout of approval.

"I'll go," said the lank herder, who had been completely converted to the Mangolds' side.

As he had the fastest pony in the neighborhood he was allowed to take the trip.

Abraham Lincoln, Born Feb. 12, 1809.

One hundred years have passed since the birth of Abraham Lincoln. Almost 44 years have elapsed since his death. Lincoln's country has been increasing in influence among the nations in the half century since his days, and his own memory in the interval has been growing in the affection of his compatriots and in the regard of mankind. From the present indications the observance of February 12 will be more widespread and hearty in 1909 than was ever known in the past. Lincoln's own countrymen, as well as the rest of the world, were unable to appraise him at his true valuation when he was living. Men are usually unable to grasp the dimensions of great personages until after they disappear.

Among the means of keeping his memory green are the great number of valued thoughts formulated by him and left to posterity who will continue to quote and profit by them. Among them are the following:

Let us have faith that right makes might; and in that faith let us dare to do our duty as we understand it.

You can have no oath registered in heaven to destroy the Government, while I shall have the most solemn one to "preserve, protect and defend" it.

That some should be rich shows that others may become rich, and hence is just encouragement to independence and enterprise.

With malice toward none, with charity

for all, with firmness in the right, as God gives us to see the right.

Suspicion and jealousy never did help any man in any situation.

No man is good enough to govern another man without that other's consent.

Come what will, I will keep my faith with friend and foe.

Government of the people, by the people, for the people, shall not perish from the earth.

I have been driven many times to my knees by the overwhelming conviction that I had nowhere else to go.

—GLEANINGS OF THE EDITOR.

By the Short Cut.

BY MATIE BARNES.

(Copyright, 1908, by M. M. Cunningham.)

Sparville was grateful to Henry Griswold. Not since the engagement of McMahon's minstrels two months before had the town had so much to talk about.

Nine years ago Hank Griswold had gone to the city in his Sunday pepper and salt suit, with cowhide boots and cloth cap to complete his costume. Now he had returned Henry Griswold, and to the splendors of well tailored clothes he added the magnificence of a fur-lined coat and shoes and hat equally glossy.



WENATCHEE RIVER, IN TURNWATER CANYON, ABOVE LEAVENWORTH, WASH., GREAT NORTHERN RAILWAY.

—Courtesy Bro. H. H. Dean, Div. 540.

A Message

FOR ST. VALENTINE.

Hasten, Cupid, haste away
For tomorrow is the day
That I want my post to say,—
"Will you, sweetheart, e'er be mine?
For I am your Valentine!"

All the air is full of wings
Thy swift darts and other things
That rare February brings;
So, dear Cupid, lend thy aid
That I may secure a maid!

One befitting Love's own Knight,
One that's rare, and fair, and bright;
One that will my soul delight;
But, dear Cupid, have a care
Send one with brown eyes and hair!

—E. S. L. THOMPSON.

Sparville was accustomed to fur coats, but with the fur outside, while Henry showed only the cloth. Patent leather shoes, too, every day in the week were regarded with awe not unmixed with envy.

Even more interesting was the evident interest Griswold displayed in Nellie Morrison. They had been sweethearts in the old school days and had kept up a correspondence, a fact disseminated by the postmaster, but it was evident that Griswold had come home with the intention of cutting out Ben Pierce, who escorted Nell home from church Sunday evenings and otherwise gave evidence of ultimate serious intentions.

Public sentiment was largely in favor of Ben. Had Sparville been so frivolously minded as to indulge in betting, the

odds would have been about three to one in his favor, for Henry had seemed to lose interest in skating and coasting and other winter sports in which Sparville delighted.

He visited the pond and the coasting hill, but merely as a spectator, and at such times Nell, fully conscious that the exercise brought a stronger glow to her cheeks and an added sparkle to her eyes, was most inclined to hector him.

Griswold ascribed her treatment to a desire to display her powers of coquetry, but when, near the close of the second week, he made formal proposal of marriage and was refused, he stared at her in dismay.

"It's this way," explained Nell judiciously, seeing his bewilderment. "I like you, Harry, but you are so different now. When you were a boy there was no one who could beat you in a skating race, and you used to go down Beeman's hill faster than any of the others. Now you're afraid to coast."

"I'm not afraid," denied Griswold. "I don't want to; that's all. I have found other amusements."

Nell smiled and changed the subject, and Griswold went home feeling miserable. He loved Nell, and this refusal was a blow to his heart and his pride.

It was Ben who tugged Nell's sled up Beeman's hill the following afternoon and found Griswold gloomily regarding the coasters. The hill swung in a rough half circle down the steep declivity. Usually the roadway was beaten into a glare of ice by the coasters, for it was the only good coasting place in the neighborhood.

From the brow of the hill the entire road could be observed. All summer Henry Beeman had been cutting the thick growth of pines which had covered the hillside, and now only a broad expanse of glistening snow crust dotted with the pine stumps remained.

It was a pretty spectacle, and Griswold enjoyed it in spite of the evident favor with which Nell regarded Ben, who accompanied her in her dashes downhill and the walk back again, with Nell walking by his side. Nominally Nell's sled was her sister's, and Ben's was supposed to be the property of his little cousin, but

those two youngsters had little use of their possessions.

The sun was dipping toward the hills on the other side of the valley and most of the coasters had gone home when Nell settled herself for her last ride. Ben had stopped to tie his shoe laces, and Nell looked over her shoulder.

"Who catches may keep," she called as the sled gathered momentum. Ben sprang to his feet and ran for his sled, throwing himself upon it and starting off at a terrific pace.

Griswold gave one glance at the flying



GOVERNOR G. Y. SANDERS, OF LOUISIANA.

Courtesy Bro. J. J. Pendergast, charter member of Div. 426, member of Board of Examiners, Stationary Engineers, New Orleans, La.

figure far ahead. He knew that Ben's sled was not as good as Nell's and that he would not catch her until she reached the bottom of the incline.

There was just one chance for himself, and throwing off his coat, he caught up the pointer that Jimmie Sweeney had just brought up to the top of the hill.

At the foot of the field was a place where two lengths of the fence had fallen in, and there were two or three similar breaks where he stood. It was the work of an instant to step through one of these and throw himself face downward upon the sled.

Steering with both hands and feet, Griswold shot down the steep declivity. It was several years since he had been on a sled, but it all came back to him, and with a skill that was the talk of the hill for the remainder of the season he steered his flying sled in and out between the stumps, shaving the bark here and dodging a trunk there just as a fractured skull seemed imminent.

It took but a few seconds to accomplish the journey, but to Griswold it seemed years before he shot through the opening of the fence, and with a last terrific effort swung himself into the road.

Just ahead were the smart gray jacket and saucy little hat that he was pursuing,



HOW DID YOU DO IT? DEMANDED NELL.

and as he shot past he caught the runner of Nell's sled.

"Who catches may keep," he quoted as he steered the two sleds into the softer snow beside the road to permit Ben to pass them.

"How did you do it?" demanded Nell wonderingly.

"Did you think it would be Ben?" he countered. The girl shook her head.

"I wanted to see if you would make an effort," she explained shyly. "All the way down I heard Ben shouting, and I was afraid that he was alone."

"He was," explained Griswold. "I came the short way."

Nell looked at the runner marks where

Griswold had come through the break in the fence and then at the stump-dotted hill.

"You came straight down?" she gasped.

"It was the only way," he said quietly. "Ben already had a lead on the road, and I knew that I should have to take the short cut in order to beat him."

Nell looked him over sternly. The thin leather of his shoes was cut and torn, and here and there was a rent in his clothing where he had struck a tree. The gloves hung in shreds from the scratched hands, and his necktie waved under his left ear.

"You go back and get your coat," she commanded, "and then we'll go home and tell mother and Harry. I'm awfully glad that you win," she added as he turned away to obey the command. "I didn't think you would, but I never dreamed you would come the short way. No one has dared before."

"No one else had you at the end of the slide," he explained, with a happy laugh, as she slipped her hand in his and they started up the hill after his coat.

The Twins' Valentine.

Dear grandma, there's a question
Which we should like to ask,
Altho' for you to answer it
May be a difficult task.

If you should have a valentine,
Oh, tell us, tell us true,
Would you prefer to have it come
From "brown eyes," or from blue?

We certainly are rivals,
And both are bound to win,
We've quarreled and disputed,
Which is a "dreadful" sin.

And now won't you, dear grandma,
Lest we away should pine,
Accept from your two rivals
A single valentine?

You will find it doubly laden
With a sweet and precious load,
Unless Cupid finds it heavy,
And leaves part upon the road.

Oh may the years roll lovingly,
And gently o'er your head,
And more and more of joy and peace,
Upon your path be shed.
—Bertha Stone Campbell, in *Cleveland Leader*.

A Corner in Valentines

BY CLARISSA MACKIE.

(Copyrighted, 1908, by P. C. Eastment.)

"I'd like my New York paper," said Mr. Timothy Scott for the fourth time that morning.

"Just a moment, Mr. Scott," said the busy clerk apologetically. "You see we are very busy today," he continued,

hastily making change for a small girl who had purchased a valentine. "Tomorrow's Valentine day, you know."

"I ought to know," growled Mr. Scott irascibly. "You have informed me of that fact four distinct times this morning. Do you mean to say that all these people are buying idiotic pictures to send to their friends?"

"They are buying valentines—yes, sir," returned the clerk, with an apprehensive glance toward the several customers. "Your paper will be ready in a moment, sir. The package has not been opened yet."

"So busy selling valentines, of course. You needn't repeat the explanation,"

clerk as he dived beneath the counter. Presently he emerged, dusty and breathless, bearing several large green paste-board boxes.

"These in the store," he said, indicating the interior of the small room, "and these in the boxes are all we have."

Mr. Scott looked around at the rows of valentines. There were picture postals, lace paper missives, a few silk and satin beauties and an assortment of the coarse "comic" valentines. All of them expressed varied degrees of sentiment, and they were all resplendent in cupids, intertwined hearts, flowers and tender verses.

"I will take them all," said Mr. Tim-



ENGINE NO. 878, MEXICAN CENTRAL RAILWAY, SAN LUIS DIVISION, BRO. G. H. PARKER, MEMBER OF DIV. 453, ENGINEER.

Water is very scarce, and the picture shows natives at San Bartolo begging water, none too plentiful for the engines, with water tanks 55 miles apart, but the natives are seldom denied.—Courtesy Bro. G. S. Stephenson, Div. 718.

snapped Mr. Scott, turning toward the door. Pausing in the entrance, he looked back. The little stationer's was the only shop of its kind in the village. Here alone bloomed the flower garden of valentines. Here alone was the source of his annoyance. A diabolical plan entered Mr. Timothy Scott's clever head. A voice interrupted his musings.

"Here is your paper at last, Mr. Scott," said the clerk affably. The old gentleman looked about the store as he pocketed the paper. The other customers had departed; he was the only one there.

"Show me all the valentines you have in stock," he ordered sharply.

"Yes—yes, sir," gasped the perturbed

othy Scott, reaching for his pocketbook.

The agitated shopman stared vacuously until he caught the fierce gleam of the customer's eye; then, with trembling fingers, he collected the valentines and placed them in boxes. In ten minutes the store was denuded of its festive array, and Mr. Timothy Scott was the proud possessor of six huge boxes of valentines.

"Can you obtain any more for me?" he asked sharply.

"No, sir," said the clerk. "There isn't another one in the village, and I couldn't get anyone to drive 20 miles to Miller-town after some."

"Very good," said Mr. Timothy Scott, as he paid his bill. "I will send my man



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after the boxes," he said as he left the store and entered the storm of flying flakes. There promised to be a heavy snowfall, and Mr. Scott tramped cheerfully toward his handsome home very well satisfied with the result of his morning's work.

Late that afternoon old Benjamin staggered into the house under the load of boxes from the stationer's, and his master ordered them placed in a corner of the library, where he sat toasting his feet before the pleasant blaze.

"Dis yer paper is all de mail dey was, sah," said the negro as he placed the evening newspaper at his master's elbow.

"That will do, Benjamin," he said gravely, and the old servant retired.

"I dunno, Hetty," he confided to his better half, who was washing dishes in the kitchen, "seems like Mr. Timothy's growing pesky irritable lately."

"What's he been a-sayin' now?" wheezed Hetty, lumbering across the room. "I don't set no store by ole bach's. Dey's powerful peevish and hard to suit."

"I don't recomember what he sayed," returned Benjamin dubiously, "but he did look like he mought by sayin' something befo' long."

Mr. Timothy Scott sat late before his cheerful fire that evening with a feeling



NEW YORK CENTRAL ELECTRIC LOCOMOTIVE, WITH GROUP OF CARETAKERS.

Motor inspectors and helpers, controller inspectors, air-brake inspectors, truck inspectors, journal and box inspectors, all under the supervision of J. Van der Bogart, an expert. These powerful locomotives handle all passenger trains in and out of New York City, and all manned by members of Subdivision 145.

—Courtesy Bro. Jas. McCafferty, Div. 145.

"Somehow, Mr. Timothy, seems like dey's powerful lot o' excitement down to de postorfis, sah."

"What sort of excitement, Benjamin?" asked Mr. Scott absently.

"Why, I dunno' sackly, sah. I heerd Mr. Downs say as how somebody had boughten ebry valentine dey was in Beechcove, and dey wan't one to be hed fer love er money, nohow. Some aks like dey was put out about it. I 'spect some gemman has a lot o' lady frien's he's gwine to 'member dis year day," he ohucked gleefully.

Timothy Scott's weazened little face flushed under its mat of snow-white hair.

of discomfort beneath his white waistcoat whenever his gaze encountered the pile of boxes in the corner of the room.

"What are you going to do with us?" they seemed to ask reproachfully. "Are you going to send us on our several ways to cheer sorrowful lovers and make little children smile?"

No, Mr. Timothy Scott was not going to help the valentines to fulfill their several missions. He frowned aggressively into the fire, and the glowing embers sent shafts of light up the chimney and framed pictures in which valentines played many a part, and that was very strange, too.



GENERAL COMMITTEE OF ADJUSTMENT, NORTHERN PACIFIC RAILWAY COMPANY.

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There was a picture of a girl, such a pretty girl, small and dainty, with black hair and soft black eyes. She wore a white gown and a blue ribbon, and she was giving Mr. Timothy Scott a valentine, and Mr. Timothy Scott seemed to be very glad to get it. And there was another picture of the same girl, and a white gown and a blue ribbon, but her eyes were full of tears and pleading, while Mr. Timothy Scott was frowning at her with thick brows drawn closely together and a very angry countenance, and young Mr. Scott turned away and left the girl, and he never once looked back.

Thirty long years had he waited for her to send for him, but she had never evinced a sign that she knew Mr. Timothy Scott, save that she dipped a little old-fashioned courtesy whenever they met. And that had all happened 30 years ago, and she had never married and neither had he. She lived in a big, lonely house at one end of the village and he at the other in a house just as large and as lonely.

Something rolled down Mr. Timothy's nose and splashed on the white waistcoat. He jumped up and blew his nose violently. He rang the bell for Benjamin.

"More wood, Benjamin," he ordered sharply. "My fire is going out, and I am taking a cold."

The next morning after breakfast Mr. Timothy locked himself in the library and went to his safe, where he unlocked a secret drawer and took out a yellowed envelope, from which he drew a faded little valentine, the self-same valentine that the girl in the fire picture had given to young Timothy Scott. This he placed carefully in his letter-case. Then he called Benjamin.

"Have the sleigh around at 10 o'clock," he said amiably, and the grinning old servant hobbled away with alacrity.

Down the village street glided the great Russian sleigh, Benjamin guiding the handsome bays and Mr. Timothy Scott muffled to the ears in furs sitting in the back. People stared after the sleigh curiously, for the sight of the master of Scott house recalled to their minds that he was responsible for the fact that few people in Beechcove had received valentines that morning.

Through the great bronze gateway, which he had not passed since that other day so many years ago, they dashed up the broad avenue, sweeping in front of the colonial house, and he alighted with brisk agility. The long wait in the familiar drawing-room, the parting of the velvet curtains, the coming of a diminutive figure with snowy hair piled high, soft black eyes and white dress, with knots of violet ribbon, and then,

"Timothy," she said gently, "I knew you must come some day?"

The minister married them that afternoon—Violet Allen and Timothy Scott. Then the newly-wedded pair entered the sleigh and were sped down the avenue and up the street to the Scott house, where old Hetty baked and brewed in a whirl of mad excitement. Benjamin was sent on 50 errands about the village, and when evening came there was a merry gathering of people in the old house. Every man, woman and child who was able to be afoot was there. The walls of the fine rooms were hung with gay valentines. The tables were covered with them. They were pinned to the draperies and suspended from the chandeliers.

Timothy Scott and his beautiful bride received their neighbors cordially. There was a banquet in the huge dining-room, music in the hall, and then the bride gave to each departing guest a valentine as souvenir of the occasion.

"Timothy," said the bride when they stood alone before the hearth fire, "we must repeat this every year when Valentine's day comes around—the reception, the supper, the music, the giving of valentines."

"We will," said Timothy solemnly.

High Time.

BY CONSTANCE D'ARCY MACKAY.

(Copyrighted, 1908, by Associated Literary Press.)

"Then I suppose it's no use to argue?"

"Not the slightest. When a Millard makes up her mind it stays made up, and I made up my mind yesterday, Bobbie."

"You mean your Aunt Isobel made it up for you," Robert Ashton answered, looking at Katherine Millard as she perched beside him in the bow of the boat. The wind blew her hair into distracting ripples. She put back a strand of it as she faced him, replying:

"She did have a good deal to do with it, I'll admit. But, after all, she has lived much longer in this world than I have and has gained more wisdom."

"Yes, worldly wisdom."

"Isn't that often another name for common sense? Besides, there are moments when I feel that she knows me better than I know myself. I do love the et ceteras of life so, Bobbie! Love in a Harlem flat would never do for me. I want all the *pate de fois gras* of existence and none of the rye bread. And you know from the first I've never given you the least cause for hope. I've always been perfectly frank with you, haven't I."

"Always."

"Then I can't see why you should protest so much."

"Well, for one reason I hate to see you flinging yourself away on old Senator Rathbone."

"Thank you!"

"And, for another, what man gives up the girl he loves without a struggle? It isn't human nature to forego a thing simply because it's beyond your reach. And then there's a third reason. We could be so gloriously happy!"

The girl averted her eyes.

"Couldn't we?" he persisted.

"I don't know"—she faltered.

"Ah, but you do know! You know we're one in everything. That's why I dare to 'persist so much.' We like the same things. We like the same people. We have the same sense of humor—except in the case of Senator Rathbone!"

told herself that, after all, he was only a boy with a boy's ardor—twenty-five and not yet grown up! But that was because she was looking at his smile and not at what lay in his eyes.

She let out the main sheet of the White Lady until the spray dashed across the bow of the trim little craft. It was a gray day, with a hint of rain in the air and the sea gulls hovering inland—such a day as sends the usual summer resorter to a cozy chair by flickering logs with a novel close at hand and the fisher folk out to open sea with the promise of a heavy catch.

Between gray-green water and slate-gray sky the White Lady seemed the only thing afloat as she skimmed and tacked and lifted on the crest of the waves. They were racing to windward now, and the



GREAT NORTHERN RAILWAY HUNTERS. PICTURE TAKEN AT FISHER RIVER STATION.

The hunters from left to right are: Bro. Lee Stout, Div. 499; C. W. Williams, O. R. C.; Geo. Gross, Div. 576; Chas. Brawley, Div. 499; Frank Riddell, Div. 499; John Perdue, Div. 499; P. G. Gutenahon, F. A. E. Div. 499; W. B. Miller, Div. 576.—Courtesy Bro. C. G. Converse, F. A. E. Div. 576.

"Bobbie, if you make fun of my friend I won't take you sailing again!"

"But, Katherine!"

"Now, Bobbie!" For a second time she faced him squarely. "I've told you my mind's made up, and I mean what I say. You've been a good friend to me, and I've enjoyed the times we've had together. But if we're to be good friends still this kind of thing can't keep going on. Don't you see how hard you are making it for me? Either you must promise me not to mention it again or I'll have to give up seeing you entirely."

"All right," he replied, with that characteristic boyishness that women always found so adorable in him. "I'll be good."

He nodded at her smilingly, and she

homes of the shore dwellers faded in the distance. Here and there stood the solitary houses of fishermen; then these, too, became fewer.

The shore rose to bare, rocky headlands capped with stunted pines—gaunt, jagged rocks with the water creaming at their base. Islands rose, mere specks in the distance, only discernible because of the surf that played about them or the dwelling or two that reclaimed them from utter loneliness. The White Lady throbbed and flew, so tense, so alive, so seemingly a part of the elements, that it was hard to believe her a thing of wood and canvas.

"Look out!" sang Ashton as the boat came suddenly about. "That was a pretty close shave."

"Who sails with me holds life in fee," laughed Katherine, intoxicated with wave and wind and foam.

"There is such a thing as common sense," quoted Ashton.

But the wine of the sea was in Katherine's blood. She rounded another flat rock triumphantly.

"Careful!" cautioned Ashton.

"Afraid?" she taunted, with uplifted chin, and then laughed as scarlet surged across his keen young face.

"Sail where you like! I don't care!" he cried.

"You think," she scoffed recklessly, "that just because I'm a girl I can't man-

toward a flat rock that uprose from the sea. When they reached it, it was the girl who spoke first.

"Well?" she said gamely, and then beneath her breath, "if I had had sense enough to obey!"

"If I had only jerked the tiller from you!" he said in answer. But neither of them spoke what was uppermost in their minds.

No hope to try for the shore, with its steep cliffs where the water rolled and eddied, and the rock on which they stood was always covered at high tide. Already the water oozed and gurgled about its crevices. With every wave it rose a



HUNTING PARTY OF LAKE ERIE & WESTERN EMPLOYEES ORGANIZED BY BRO. J. S. FOSTER.

Their three days' success brought them 200 rabbits and 14 quails. The party was composed of Frank Moore, Leo Frederick, J. S. Foster, Ed. Casson, Massillon, O.

age my own boat. Why, rounding these rocks is a perfect game for me! I've done it lots of times. Of course I know the summer people are warned against it. But I'm not a summer person at heart. I'm what Captain Davy calls a regular salt, and I allow no mutiny on the part of my crew. So there! and whoever accepts my invitation to sail accepts the risks that accompany it. Sing ho, sing ho, for a sailor's life, sing ho, sing ho, for a!"

They both knew what had happened when the boat jarred from bow to stern, knew it before the bitter sea water dashed in their faces as they struggled

fraction higher. The tide was coming in.

"If only someone would see us," whispered the girl, "some passing boat or"—The words died in her throat. The lonely expanse of water showed no hopeful sail. Ashton was staring at a speck that showed in the far distance—Deerhaven Island. When he spoke all the boyishness was gone from his voice.

"There's only one way, Katherine. Would you rather I tried for it, or shall we stay here together?"

"I'd rather you tried for it," she said bravely, seeing as well as he that there was not a moment to lose.

"You can watch my coat and shoes till I come back." His voice rang cheerfully. "I'm in splendid practice; swam a couple of miles only the day before yesterday." He did not add that Captain Davy had followed with a dory. "Keep up your heart, girl!" he cried, with a touch of his old gayety.

"And you"— She would have cheered him on, but words failed her.

"I'll remember that it's for you I'm swimming. The biggest breakers in the world won't make me forget that."

He waved her goodbye as if he were off for a pleasure jaunt, and she watched him as he struck out squarely, making every stroke count.

coming wave nearly took her off her feet. At that new panic seized her. If she were swept from the rock, what then? Gropingly and numb with cold she reached for the long growths of seaweed with which the rock was covered. Lengthened out they came almost to her shoulders. She twisted her hands in them and waited.

There came the moment when the water reached her shoulders, and each new wave made her shut her eyes and breathe gaspingly. She had long since given up hope of rescue. There remained but one thought—that whatever came she must stay where they would find her.

After all, drowning was not so hard.



BRO. SILAS C. WISE, MEMBER OF DIV. 352, LONG IN THE SERVICE OF THE B. & O.

Retired from railroad service, but continuing business life as a merchant in Martinsburg, Va., and the B. of L. E. will surely wish him success.—Courtesy Bro. J. A. Bowers, F. A. E. Div. 352.

The long swing of the seas rolled between them, widening the space until her straining eyes could discover him no longer. The water lapped and gurgled about the rock on which she stood, rising ever higher. There was something hungry in the way the little waves crept up, reaching greedily. She tried to think of other things, to watch for a sail. From far away came the sound of surf breaking slowly against the reefs and now and again the mournful, lonely note of the bell buoy.

Slowly the water rose. It touched her ankles, her knees. The lift of each on-

After the first deep strangling breath she felt herself slipping into unconsciousness. Snatches of past events, trivial and vivid, shone before her for a moment; then all merged into the blackness that closed her round.

When she opened her eyes she met the anxious gaze of Ashton bending over her. She wondered dimly if he belonged to the old life, and then his voice, perturbed and human, came to her as from a great distance.

"A moment more," he was saying, "and we would have been too late."

Then with a start it all came back to



BRO. W. M. WILLIAMS, MEMBER OF DIV. 314, HUNTING AND FISHING AT VANDEMERE, N. C.

her—all that had occurred. She raised her head. Captain Davy was sitting in the stern of the rescuing boat looking both triumphant and concerned.

"Guess your hunt will be pretty glad to have you back," he beamed. "And so will that senator they say you're engaged to."

"But I'm not engaged to him," she protested faintly. She appealed to Ashton. "Tell him," she commanded.

"Tell him"—

"That it isn't so and never will be."

"Katherine!"

"You say that as if you thought I was overwrought and speaking wildly. But I'm not. I never was surer of myself in my life than I am this minute. Oh, Bobbie, can't you see that in that hour alone out there I learned everything, the heights, the depths, the things that don't count and the things that do?"

And then as she saw the amazed delight in his eyes deepen to the rapture of certainty she held out both her hands to him. "For once a Millard has changed her mind," she whispered.

And Captain Davy, scanning the horizon with tactful scrutiny, heaved a sympathetic sigh.

"Looks as if we were in for a spell of

fair weather ahead," he muttered. "Wind's turned, clouds are liftin', and all's well!"

Why George Blushed.

A business man has a daughter and also a confidential clerk, and the confidential clerk has for some time been attentive to the daughter, but he has not—or had not a month ago—sufficient courage to come to the point, though the young woman, goodness knows, has never done anything to scare him off, for he is a first-class fellow in every respect. The other evening he was making a call, and about 9 o'clock her father came in.

"Ah, George," he said, "how about that deal we were talking about this afternoon? Did you see the party?"

"Yes, sir," replied George, "and I expected to see you this evening and tell you about it."

"My dear," said the father turning to his daughter, "will you retire for a few minutes? George wants to speak business for awhile."

The daughter rose up, but hesitated.

"Why do I have to go?" she asked doubtfully.



BRO. WILLIAMS ON HIS WAY HOME WITH 16 FRESH-WATER TROUT, FIVE DUCKS, TWO PARTRIDGES AND ONE MARSH HEN. PRETTY GOOD SUCCESS FOR AN ENGINEER.

"Because, dear," smiled the father, "you are not interested. Why do you want to stay?"

She blushed and fidgeted.

"Because, papa," she twittered, "I'd rather like to hear George talk business just once."

Then George got red, and the father looked at them both significantly, and the girl fled.—*St. Louis Post-Dispatch*.

it is to break the monotony of a long journey—you all know him with his beaming countenance, just rippling over with laughter—came through the car and with great delight informed the occupants of the coach that there would be 80 tunnels, and that anyone caught holding hands would be fined 25 cents, and if caught holding hands with his wife, would be fined \$1. The car was in an uproar.

"How absurd," everyone thought, "to be holding hands—with one's wife."

Everything went on well until after the first tunnel had been passed, when the merrymaker again put in his beaming face to inform the people that 17 and 23 would be the longest tunnels; and then oddly enough selected the aforesaid couple for his banner joke. The young man while listening had looked up with a big, honest face. It must have struck the humor of the "joker" and without warning he came toward the young man and exclaimed: "What are you looking so innocent about?" and the next moment held up to the rest of the passengers a hairpin presumably taken from the back of the young man's collar.

The occupants of the coach amused themselves the rest of the way by gazing at the odd pair after each had been passed through. One sprightly young man left the car at one of the stations and secured some rice.

The result you can well imagine. Someone heard the Westerner murmur. "It seems a shame to have the name and not the game," and as far as the outer world were concerned that was

all there was to it. They, however, little knew what good friends the strangers had become. The girl learned he was a Western prospector, on a pleasure trip. He had had many hardships to overcome and was still looking for the silver lining in his cloud. When they parted, they promised to write, and they did, for it was but one short year when he wrote:

"Jane, my luck has changed—the mine I located contains considerable wealth, but my happiness will only be complete if—Oh, it does not seem necessary for me to tell you, that I love you."



IRVIN, KEMP AND LOW, WITH HATS ON.

—Courtesy of Bro. Geo. P. Irvin, Div. 130.

The Cut-up Brakeman.

He was a thorough Westerner—she an up-to-date New Yorker. It was on one of those trips through the mountains, when one gazes into space and wonders how one can take in all the beauty which exists there, and thinks of the pleasant past. They were sitting side by side, neither conscious of the other's existence, but busy with their own thoughts, when an unusual experience brought them into palship the rest of the journey.

One of those brakemen whose business

The message, "Jack, there is but one answer," went back to him that night.

They are now happily located in the West, and each year the "Cut-up Brake-man" is their invited guest.—By A. Landis in *Atlanta Journal*.

Retaliation.

An old lady once had a cat of which she was very fond. One day she missed her pet, and on making inquiries she heard that a neighbor had killed it. After a little meditation she hit upon a way to avenge herself. She bought some mouse-traps and, having caught about fifty mice

You would not take them for three of a kind
As they wandered down the pike;
For just as long as their "lids" were on
They weren't a bit alike;
For Irvin was fat, and Kemp was lean,
And Charlie was just so-so,
But each was as bald as a lima bean,
Irvin and Kemp and Low.

If only old "Baldy" Brown was here
From the F. and C. C. line,
Or Oram had not passed in his checks
And gone to the realms divine,
Or Mortimer hadn't left the ranks,
What a gang we would have for a blow;
But we'll do our best with the three that's left,
Said Irvin and Kemp and Low.



THREE OF A KIND—IRVIN, KEMP AND LOW.—Courtesy Bro. G. P. Irvin, Div. 150.

alive, put them in a large box, which she took to the unsuspecting neighbor. He, thinking it was quite safe, took it in. When he opened it he was horrified to see a swarm of mice scatter in every direction, while at the bottom of the box he found a note containing these words: "You killed my cat, and now I have the pleasure of sending you a few of my mice."—*London Tid-Bits*.

The Three Baldys.

Three bald-headed skates from the big G. N.
Went out for a time one day;
They had worked all summer like little men
And now they were off to play,
Folks knew that each was a jolly old guy,
Wherever they chanced to go;
And the "high spots" trembled as they went by—
Irvin and Kemp and Low.

And Irvin said, "Let us be boys again,"
And says Kemp, "You must have wheels,"
But Low maintains that a bald-headed man
"Is just as old as he feels."
So let us enjoy our holiday then,
Let the music be fast or slow,
And away they went to the tiger's den,
Irvin and Kemp and Low.

Away to the ball game they hurried then,
For they loved the manly sport:
And the home team always could depend
On their loys' and staunch support;
And they'd root and holler and whoop things up
Till the crowd began to go:—
"Oh we won't do a thing to the visiting team,"
Said Irvin and Kemp and Low.

Then out to wildwood's shady dells
On Lowry's trolley line,
And a graceful glide down the slippery alide—
Oh, "Come in, the water's fine:"

And they rode the coaster and bowled a game,
And took in the whole blame show,
And back to the lights of the town again
Came Irvin and Kemp and Low.

And said Irvin, "The good old days are o'er.
There's no romance on the rail—
We don't own our engines any more,
And we learn our trade by mail."
"Cut that out," said Kemp, "and we'll go to the Star
And sit in the bald-head row,
And show what dead game sports we are,"
Said Irvin and Kemp and Low.

G. P. IRVIN, Div. 150.

ST. PAUL, MINN., Dec. 12, '08.



IRVIN, KEMP AND LOW, WITH LIDS OFF.

—Courtesy Bro. Geo. P. Irvin, Div. 150.

Railroad Honors Brother of Bryan.

William J. Bryan, cousin of the defeated Democratic presidential candidate, and one of the oldest Southern Illinois railroad conductors, has promulgated a new order in reference to his train. For more than 30 years Billie Bryan, as he is familiarly known, has been the undisputed autocrat of the train he operates. During all that time he has held but one run, first commencing on a little local

road known as the Grand Tower & Carbondale Railroad, and connecting these two cities. The line was later extended east to John City and south to East Cape Girardeau, and the name changed to the Chicago & Texas.

When the line was absorbed by the Illinois Central about 10 years ago Bryan had become known to every man, woman and child along his route, and to them the train had become known as Bryan's train. The Illinois Central retained the veteran conductor, and continued the

run, but sought to designate the train by number in the usual way. This was soon found unsatisfactory, and the train is now listed upon the company's time-cards as "Bryan's Train," and its conductor enjoys the distinction of being the only man in the employ of the company so honored. Post cards bearing pictures of "Bryan's Train" are now in general circulation.

Through his savings from a lifetime of railroading conductor Bryan has become quite wealthy, having purchased valuable farming lands along his route, and invested in business properties in the thriving cities where the train stops.

Bryan's train now runs from Johnson City to Cairo, via Murphysboro and Grand Tower, making a round trip each day. Between Carbondale and Grand Tower the route is the same as that traversed by the road when Bryan commenced work on the line nearly 40 years ago. Bryan served as brakeman on the run when the late Peter M. Post, the first conductor on the line, was in charge of the train. Mr. Post resigned in 1874 and entered the drug business in this city, amassing a fortune. He was succeeded by Horace Teeter, who was succeeded by Mr. Bryan, so that since the establishment of the road back in the '60s there have been but three conductors on the run.—*St. Louis Globe-Democrat*.

Love's Lottery.

One often wonders how St. Valentine's day ever got a start. It is said that in England and France the young folk were given to playing a game in which the



BRO. JOHN HOWE, MEMBER OF DIV. 212, PRESSING HAY ON HIS HAY FARM, BORACHO, EL PASO CO., TEXAS

names of all the girls and boys were written on tiny slips of paper, thrown into a general receptacle, and then drawn out lottery fashion, care being taken of course that each person draws the name of one of the other sex. The person thus drawn became one's valentine, and the allotment decreed by fate was supposed to impose upon the couple a sort of loyalty for the coming year.

All of which sounds very romantic and beautiful, but which in plain fact must have mixed things up fearfully, and it is a question whether or not fate always selected the right maiden or the right beau. —*Wat. Times.*

Accountability.

Folks ain't got no right to censuah othah folks about dey habits:

Him dat give de squirls de bushtails made de bob-tails fu' de rabbits.

Him dat built de great big mountains hollered out de little valleys:

Him dat made de streets an' driveways wasn't shamed to make de alleys.

We is all constructed diff'rent d'ain't no two of us de same;

We cain't he'p ouah likes an' dislikies, ef we's bad we ain't to blame.

Ef we's good, we needn't show off, case you bet it ain't ouah doin'.

We gits into su'ttain channels dat we jes cain't he'p pu'suin'.

But we all fits into places dat no othah ones could fill.

An' we does the things we has to, big er little, gooder ill.

John cain't tek de place o' Henry, Su an' Sally ain't alike;

Bas ain't nothin' like a suckah, chub ain't nothin' like a pike.

When you come to think about it, how it's all planned out it's splendid.

Nuthin's done er evah happens 'doubt hit's somefin' dat's intended;

Don't keer whut you does, you has to, an' hit sholy beats de dickens—

Viney, go put on de kittle, I got one o' mastah's chickens. —PAUL LAWRENCE DUNBAR.

Tip for Users of Profanity.

"Don't swear, or you'll catch no fish," was a remark made by a venerable inhabitant to a much younger man, who was emphasizing his talk by the use of some rather strong expletives. No one was engaged in fishing at the time, nor was a piscatorial excursion being thought of. The suggestion was made in the back room of a cigar store where three or four men were talking over current events, and the utterance made by the aged citizen was intended, as he afterwards said, to show his abhorrence of the nonsensical use of "cuss words." Then he felt called upon to deliver a little homily to his companions, all of whom, like himself, were well known residents of Washington.

"Men incur habits," he said, "that are really useless, and in my opinion swearing is one of the worst of them. One can see why, in moments of passion or great excitement, a person may indulge in swearing, but that some men, and I know several of them, should break out with a series of oaths in ordinary everyday conversation strikes me as beyond reason.

"I presume we have all met men who regard themselves, and are so considered, gentlemen, who rarely express a sentiment without swearing. More than that, they seem rather proud of their proficiency in this direction. I tell you that swearing is a habit that a little determination will easily overcome."

The sermon, coming from the lips of a man whose hair and a long beard were as white as snow, had a good effect. The cigar merchant was so impressed that he declared he would hang up a sign in his back room which should read: "Gentle men are requested not to swear on these premises." Whether they allowed themselves the privilege of "cussing" elsewhere, he said, was no affair of his.

—*Washington Post.*



BRO. HOWE FEEDING THE HAY PRESS. TO THE RIGHT IS SHOWN THE HAY AFTER PRESSING, READY FOR MARKET.

A Retrospect; Founded Upon Fact.

The employer was alone in his office; the committee from the union had left; rather abruptly, for had he not requested their departure? His attitude had been firm, he had refused their demands, he had made no promises for the future, he had, he reasoned, been consistent also. As a member of the Association of Manufacturers of the industry in which he was an employer, he could not violate the agreements they had mutually entered into to cover just such incidents as this. Had they not rules which forbade them to have any dealings with the union or deal with its representatives; but to oppose concerted action on the part of

much money had been made. This was true, he felt, but to yield to the union was dangerous; there would be no end to their demands in the future. Ten days! much could be done in that time; the men might not go out; the association would meet in that time; plans to fill the places of strikers arranged; men in the union could be found to stand by the employers; surely most of the men would remain at work. Consider what he had done for his men—steady employment had been given them with good wages. Other manufacturers in the same line of business were paying less for longer hours. Why had the union assailed him? Perhaps he had been too lenient in this respect; well, he would run his own



THE NEW YORK CENTRAL CO.'S NEW CONCRETE BRIDGE, PAINESVILLE, OHIO.
Among the largest of its kind yet constructed. The center arch is 168 feet between abutments. The bridge is 40 feet wide to accommodate four tracks.—Courtesy Mrs. A. Musgrove.

the men at all times and at all costs? And yet he was troubled. True he had resisted demands made by his employees on former occasions, but this was the first time the union had made the demand. Still he could not but acknowledge to himself that the demands made were just. A slight decrease in the number of hours worked each week, with the slight increase in wages necessary to maintain the amount earned each week, was their last demand. They had moderated their former requests to this to avoid a conflict, so the committee had stated. They were willing to extend the time given him and the other employers who would be involved. They had pointed out that the industry had been prosperous, and that

business and suffer no dictation from any union; the unions must be put down; he could stand a fight if necessary; the industry generally had been prosperous, his own business particularly so; he had made money, and the fight could not be a long one. Besides, he would not be alone, other employers would be involved; the association by its rules, must give its support; he had nothing to lose; for the present, at least, he had resolved to concede nothing.

The Association of Manufacturers had met. Not in the factory, amid the insanitary surroundings the employees endured, but in the well lighted, well ventilated and luxuriously appointed banquet hall of an elaborate hotel. All

of the members were there; others also in the capacity of advisers. Not connected with the industry, these advisers? No! some of them legal sharks, that prey upon their fellowmen; others from industries whose profits and success were built on the lives, the sufferings and the endurance of women and children. Advisers? Yes, but not to advise just treatment, fair consideration, true knowledge and right methods; but to stir up, and foster the worst of man's nature—selfishness, oppression, hatred.

And so they sat and planned how to take advantage of those who must ask of them leave to toil; how and where men

there had been but few desertions from the ranks of his striking employees. The few men engaged like the rest were indifferent mechanics, the rejected of others. He had never expected the men would stay out so long. The men he had learned were drawing strike benefits, but some he knew must be suffering. Why did workmen make such sacrifices at time? His business was going, where? seemingly into the hands of his competitors, those who were loudest in the cry of "fighting the unions." True, the association had been active; the names of the strikers had been placed on a blacklist, sent to all employers in the associa-



HOME OF BRO. A. J. MUSGROVE, MEMBER DIV. 411, PAINESVILLE, OHIO.

From which the picture of the N. Y. C. Railway bridge was taken. Reading left to right are, Charles A. McCoy, Mrs. Musgrove, Mr. G. H. Prentice, Roadmaster N. Y. C. Ry., and Bro. A. J. Musgrove.

were to be furnished to take the place of the strikers; how a corporation's auxiliary would obtain from its spy in the union information of what the union would do; arrangements were made to fulfill contracts undertaken by the threatened firms; and then standing, flushed with wine, they again pledged themselves to the slogan of the association. "No compromise." No thought of justice, of right; only the words of the advisers, "Fight 'em. Fight the union."

The employer is again in his office thinking. The strike was on, the men were out, business practically suspended, a few men only had remained at work;

tion, and work refused them. Yet his former employees were drifting away, some had gone elsewhere for employment, others had drifted to other trades. He had prided himself upon having the best mechanics in the industry; was the loss of them not more than the little asked? He had lots of time now to visit the factory; nearly idle now, the little work done was mostly spoilt; the men now working disgusted him. At any rate if he was a workman he would never be a scab. The conditions under which the men worked did not look as well as they formerly did; the shop was dirty and ill-ventilated; he felt he would not

care to labor in some parts of it every day for so many hours. He could see around him the evidences of the ingenuity and inventions of his former workmen, resulting in greater efficiency, greater output; it had saved much labor to him, but was labor displacing to the worker; perhaps, after all, he had reserved too much to himself, and accorded too little to his men. He had learned much during the strike; the efforts of the men themselves, the representatives of the union, the officials of the board of conciliation and arbitration had brought out facts with which he could but agree. Surely if the employer could organize, the workman must be accorded the same right; refusing organization to the employee who worked and had no right to say under what conditions he should work was not a right, but a decided wrong. He could see that his employees had sacrificed much for the industry, giving health and limbs and even lives. The effort the union had made toward conciliation was the opposite of the attitude of the association. Had not the association really forced the strike; had the men any other course to compel the employer to listen; surely, they had the right to strike; what was the right of one is surely the right of the many. The union was willing to treat with the employer, he himself was now willing, but the association had forbidden any treaty. The action of the association did not seem to be a right one. The union had furnished the press and labor bureaus the hours of labor and wages paid in the industry; he noticed that the wages were lowest and the hours longest in the factories of the most vehement, aggressive, and at the same time most unscrupulous of the members of the association. Was he not by thus refusing to treat with the union actually giving the advantage to the unfair employer, enabling such to compete with the fair manufacturer, and while perpetuating all that was evil, giving the control of the trade to the worst element? While he had commended his own wage scale, he could see now his connection with the association would maintain those conditions he would rather not have, believing it must end in driving the better class of the workmen to other trades. The union was really the safeguard for the employer who desired to maintain the standard of the product, while the association, directed by the worst element, were guilty of just the acts they had condemned in the union. It was manifestly unfair for an association of employers to consider only profits, selling prices and restriction of output and not consider the wage-earner in the industry.

What right had they to increase the

price demanded for the products, taking every advantage of the demand and increased cost cries, and take no account of the worker struggling with a wage that seemed pitiful compared with the prices received for the product. To sell as high as possible, wages to be as low as possible, was certainly unfair; the union was the more just and equitable in this regard. He had wished to be free from the dictation of a union, only to be dictated to by somebody worse. He could see now where the association could have been useful: in the settlement of grievances, in the protection of the trade and of the public from unscrupulous manufacturers and worthless products; but it seemed to be used for the meanest of purposes, to compel the submission of labor by gaining the whip-hand. In the endeavor to procure his men again he had found they lived at considerable distances from the factory; he could understand, that with the growth of the city, this was inevitable, but it meant expense to them, and more, it left little spare time to be given to the family, to recreation or social obligation at the end of the day. With so little to cheer the lives of his workmen, it was perhaps remarkable that they were so steady at work and lost so little time; perhaps they could not afford many holidays. The men needed such an organization as their union; they certainly conducted it in a business-like manner; perhaps, after all, it was business to deal with a union for its labor as well as with an association for prices or a corporation for materials; were they not, as manufacturers, actually compelled to buy only from certain firms, at exorbitant prices? Well, he would also deal with the union; he would resign his membership in the association and be able to run his business as he pleased, in reality; he would post a notice at once conceding the demands of the union; because the union was in the right, the association in the wrong; and as far as he and his workmen were concerned, the strike was over.—A. E. Starr, in *Musical Instrument Workers' Journal*.

Sugar as an Antiseptic.

Popular superstitions, so-termed, are often founded upon a firm basis of scientific truth. Unconscious of its origin, generation after generation of self-taught household nurses will follow some traditional course of conduct, neither asking for, nor receiving, the sanction of the attending physician. All over the civilized world people have been in the habit of burning sugar in a sick room—a practice which has been considered by doctors and professional nurses to be an innocent su-

perstition, having no direct effect on the atmosphere, and, therefore, being neither beneficial nor harmful to the patient.

Prof. Trilbert, of the Pasteur Institute of Paris, has, however, demonstrated that burning sugar develops formic acetylene-hydrogen, one of the most powerful antiseptic gases known. Five grains of sugar (77.16 grains) were burned under a glass bell capable of holding 10 quarts. After the vapor arising from the sugar had had time to cool, bacilli of typhos, tuberculosis, cholera, smallpox and other infectious diseases were placed in the bell in open glass tubes, and within half an hour all the microbes were dead.

Further experiments by Prof. Trilbert disclosed the fact that if sugar is burnt in a closed vessel containing putrefied meat, or the contents of rotten eggs, the offensive odor arising from the decaying matter disappears at once. It will thus be seen that, so far from being a mere superstition, the popular faith in the disinfecting qualities of burnt sugar rests on a solid scientific foundation.—*St. Louis Globe-Democrat*.

Men I Have Known.

OLD DICK was six feet tall, hair as white as snow, an erect carriage, and a voice so kind that when he occasionally swore it never seemed like profanity and was not noticed, for it is generally connected with violent anger, of which Dick knew nothing. When one conductor would enter a car it was "Tickets," in a coarse, surly voice, and war was the feeling in every heart; but when the door opened for the veteran of millions of miles of travel, it was "Tickets, please," in a voice so kind and cheerful that peace reigned everywhere.

The poor immigrant woman with two seats filled with children was as much an object of care as the trainmaster's wife.

If it is true that kind words never die, surely kind deeds are immortal, and what influences for good the old man started in his long term of service between Niagara Falls and Detroit, who can tell?

It would have been considered sacrilegious in the old days for anybody to speak disrespectfully of Dick Furness. It was known when he ordered the "dead-head" off he did not want to be obeyed.

He never had much of this world's goods. His heart and pocket were inseparably connected and they kept him poor, but when he died and, we hope, went up higher, the world was poorer. So was the Great Western Railroad, and sorrow was felt among an army of railroad men, while the traveling public missed a familiar and ever-welcome face.

DUTCH TOM—It was on the "Queen of the West" road. Tom was the most devout engineer from "Dan to Beer-sheba." His prayers were part of his being. He always prayed in his native German, and to him the man that would face the dangers of the road and storm without prayer was almost a suicide.

"Why, boys, where will we be if anything 'appens?'"

The world is full of martyrs suffering keenly and through long weary years because of what never happens. Tom, in spite of his prayers, would use language that was far from grammatical. Profane adjectives that have no qualifying power came with snap and emphasis from lips that prayed. However, this occurred only under extreme provocation or when suffering pain, but invariably the swearing was done in pure, unadulterated English.

One time he suffered from a huge carbuncle on the back of his neck and was advised by the boys to save a doctor's bill and use a pickle bottle instead. The bottle was filled with hot water, then emptied, and placed over the sore place, and as the mouth of the bottle was large the carbuncle fitted inside and for a few brief minutes Tom was in Paradise. How nice the hot bottle felt! It was a cold winter's day, and some visitors who had come to offer their sympathy let in the cold air, which affected the bottle and carbuncle also. It was like the probing of a surgeon's knife and Tom grabbed the bottle to pull it away, but it was fast. Then, unlike engineers in general, he lost his head. Yelling, jumping, running and swearing in beautiful English, he raced around the house like a madman. The guests, alarmed, tried to stop him, but failed. The neighbors came in expecting to find somebody murdered, and but for the action of a level-headed engineer Tom might have been "in pickle" himself, for the bottle was slowly but surely pulling with its vacuum formed by cooling.

In the meantime the carbuncle had undergone a radical change. It was inside out and lying in the glass case. Just then a big, strong, B of L. E. man grabbed the fagged-out sufferer and, pinning him against a high dresser and letting the bottle rest on the top, a tack-hammer let in the air. The broken glass and carbuncle were badly mixed up, but Tom was in Paradise again and that carbuncle never, never came back.

One night when the snow was swirling through the air Tom and his mate were getting ready for the express which was late and that devout engineer, actuated by pure motives and large charity, did a little mild, kind preaching about the

benefit of prayer in the risky life on an engine.

"My boy, what will you do without prayer if anything 'appens?'"

Just then the train came in and as there was nothing being done to let him couple on he opened out with words which are indescribable, yet English.

Some delay occurred after the brakes were tried and Billy, who never prayed, did a little preaching.

"Say, Tom, I think it is my duty to say a few words, as you have given me so much real good advice, and one good turn deserves another. It is my humble opinion if you would do your praying in English and your swearing in an unknown tongue it would be in the interest of everybody."

Then the signal was given and they were off into the night and storm.

THE NEW BOSS—It was on the same road and he was young and not a large man, but good nature shone out of his face and kindness was shown in every action. We had not been used to it and when the boss inquired about sickness in the family we thought the millennium had come, and when laid up with "la grippe" and the boss got down by the bedside a great lump would get into our throats.

There was a hard job in the shop and when the hurry and difficulty were the greatest he showed up with words of sympathy and encouragement and, of course, the work had to go. A new atmosphere pervaded all the work. Why, we could actually go into the office and come out smiling. It was too good to last, and they made him a superintendent.

In that western country a new preacher came to town and was invited to address a little army of railroad men, regardless of creed and color. He seems to have been well posted, for he said hardly anything about common sins that the masses are guilty of, but profane language was shown up with all its horrible results.

Why should we, of all men, be guilty of this foolish, lowering, wicked habit?

G. W. MARTINDALE, Div. 70.

Never Go in Debt for a Pleasure.

The price that we pay for pleasure should have something more than a few moments' thought devoted to it, for it has serious results. Without question the more simple the pleasure, the healthier its enjoyment, the oftener it may be indulged in and the happier you will be in the end. Pleasures re-create us—that is, make us over anew—in all parts of our being, and when we indulge

in any that degrade and do not elevate us; when they leave us unfitted for the work or duty to which life has assigned us; when they make us conform to a habit at variance with our consciences; when they wound another or influence a life weaker than our own, causing it to stumble in the path of right-doing, they are the forbidden fruits for us and have attached to them a price too heavy for us to pay, and which the remorse of a whole lifetime could not liquidate.

Never be willing to go into debt for a pleasure. It's only the shadow of a good time—a foolish dream with a dread awakening back of it. It's often hard to go without, but the sweetest joy that comes to us, that builds and re-creates us every minute of the day, is the joy of a peaceful heart and mind "content with small means," and unwilling to destroy its serenity for a phantom of pleasure. Take up your financial limitations joyously, and make them give you back some inner sweetness for the deprivations they force upon you.

Study your environment and see where your limitations lie and then do not be afraid to face them. Say to yourself, "I can allow so much for this, so much for that," and then adjust your needs and your wants to these restrictions. There is no one so brave, so truly noble, as the woman facing the world upon a small income, courageously, cheerfully, and with the determination of getting the best, the right kind of "the best," out of the conditions that surround her.—*New Idea Woman's Magazine*.

Trend of Events in England.

IRISH LAND BILL'S SECOND READING.

The Irish Land bill, which was introduced in the English House of Commons November 23, passed its second reading, and its sponsor, Mr. Augustine Birrell, Chief Secretary for Ireland, gave notice of the government's intention to push the bill through as rapidly as possible at the next session. This indicates that Parliament is not going to be dissolved as early as some had hoped and that Mr. Asquith and his associates before appealing to the country, as they will have to do before a great while, want to strengthen their record and especially want to regain the Irish support, which has of late been denied them.

It is not certain that they will get it, as they have not been officially forgiven for having failed to bring in such a home rule bill as the Nationalists were willing to accept, but they will unquestionably have earned a substantial measure of gratitude

even if they get the pending bill as far forward as the House of Lords, although whether they will not in any case lose more in one direction than they will gain in another as the result of their most recent attempt to redress the grievances and improve the condition of the Irish people remains to be determined. The bill for which Mr. Birrell has made himself the advocate deals with figures of such staggering magnitude that there is a chance of its frightening the British public into one of its periodical fits.

What the Irish Secretary is now proposing is to enable the people to possess themselves of the soil in the poverty-stricken and congested province of Connaught. It seems that this considerable reform lay beyond the scope of Mr. Wyndham's scheme. By the actual law provision is made for the issue of land stock at 8 per cent, principal and interest secured by the government to the amount of \$500,000,000, which would, it was reckoned, suffice to meet the demands of persons wishing to buy the land they cultivated on the installment plan if the grazing lands of Connaught were excluded from the operation. Of this amount \$125,000,000 had been paid out on completed transactions up to October 31. Negotiations were proceeding whose consummation would involve the issue of an additional \$260,000,000 and then out of the \$500,000,000 authorized by the Wyndham bill only \$115,000,000 would be left.

Not less than this would be needed to accomplish the purposes of the law in other parts of the island than Connaught, and as the distressful condition of that province is such as needs early amelioration, Mr. Birrell is now asking Parliament to raise the limit of the land stock that may be issued on the national credit to \$900,000,000. It will be understood that the interest on these advances is paid by the Irish people themselves. The imperial government advances the money wherewith to buy the landlords out and the purchaser enters into an agreement whereby he meets the current charges and gradually extinguishes the principal debt. Thus the burden assumed by the imperial government is less heavy than appears and Mr. Birrell thought it should be willing to bear the loss amounting to \$3,300,000 a year resulting from the unavoidable issue of the stock at less than par.

It is a generous and not unreasonable contention, which may not improbably prevail, as the policy which the bill represents has been amply justified by experience. Nearly one-half of the agricultural land in Ireland has passed or is now passing into the hands of its cultivators as the consequence of this legislation.—*The Philadelphia Inquirer*.

A Raffle for a Seat in the House of Lords.

A seat in the House of Lords was raffled for with solemn ceremony for the first time in history in that Chamber on November 5. The participants were Lord Ashtown and Lord Farnham.

When the Lord Chancellor had taken his seat on the woolsack the Clerk of the Crown, and Hanaper, a grave Irish official, appeared at the bar of the House. Out of all keeping with the historical character of the scene, he was in ordinary twentieth-century morning coat.

The Lord Chancellor rose from the woolsack and asked him his message.

He announced that he bore the writs for the election of an Irish representative peer to sit in that House in the room of the late Lord Rosse. Two Irish lords who had no seats there by hereditary right had received exactly the same number of votes for the vacant seat. They were Lord Ashtown and Lord Farnham.

Peers looked up with an air of puzzled interest. What was to be done?

The Lord Chancellor soon settled the question. He rose and announced that such a contingency had been provided for in the Act of Union. The Act prescribed that in such a case the Clerk of the Parliaments should write the names of both peers on separate pieces of paper exactly alike in shape and size, and place them in a glass on the table, while the House was sitting, and draw out one therefrom. The peer whose name was drawn out would be the one elected.

When these preliminaries had been fulfilled the Clerk of the Parliaments bent over the table and took up a glass. It was one of the vessels ordinarily used by peers for drinking-water, or such other liquor as they prefer, in the midst of long speeches—a glass goblet with a stem.

The Clerk of the Parliaments drew out a slip. It bore the name of Lord Ashtown.

The Lord Chancellor then pronounced Lord Ashtown to have been duly elected a representative Irish peer to sit in the House of Lords.—*Harper's Weekly*.

The British Parliament Prorogued.

The Parliament of Great Britain was prorogued on Monday, December 28, until February 16. Owing to the indisposition from which he was suffering, King Edward did not attend in person and the speech from the throne was read by commission. It was a very nice, polite, gentlemanly address in which the whole field of foreign and domestic affairs was reviewed in terms of studied moderation and good temper.

So far as the world was permitted to know, he is very well pleased with his

Ministers for what they have accomplished and has full confidence in their purpose and ability to do a good deal more when Parliament meets again.

Coincidentally with the prorogation, the announcement was made of the appointment of a royal commission to investigate the election laws and to determine in what respect, if at all, they need to be amended. This investigation is expected to cover a wide range. Such questions as plural voting, woman suffrage and proportional voting are to be taken up and an electoral reform bill is to be prepared on the basis of the commission's report, which the government intends to press for passage during either the spring or autumn session of 1910.

According to one report the inquiries of the commission are to include the difficult and extremely controversial subject of Irish representation in the House of Commons. Ireland sends a much larger delegation proportionately to the House of Commons than any other section of the United Kingdom. With a population of about 4,500,000 it has 103 members, whereas Scotland, with rather more people, has only 72, and England, including Wales, with a population nearly eight times as great, say 32,500,000, sends 495.

It will be noticed that the discrepancy is glaring, but its correction will be as vigorously resisted as an attempt would be resisted to conform the Congressional delegation from the Southern States to the number of voters there. Ireland was accorded its present membership by the Act of Union, and although its population at the time of that act was twice what it is now, the Irish political leaders insist upon the absolute and unconditional nature of the original grant and refuse to acquiesce in its reduction. As the Liberal Administration will want to get all the support it can at the next general election, the point is not likely to be pressed.

The British Old-age Pension Act.

The Parliament of the United Kingdom passed the Asquith old-age pension bill, and it is now a law. All agree that it is one of the most momentous pieces of legislation that the spirit of the age and the great movement for social reform have brought forth. It is true that Australia, New Zealand, and Denmark have had old-age pension systems for some years, and the act is not therefore "unprecedented." But England is a conservative country, with a hereditary upper house, a landed aristocracy and an industrial class that still believes very strongly in the "let alone" or individu-

alistic philosophy of government. For England the measure is distinctly radical, and so it is regarded by many conservatives and independents.

Yet it passed the commons without serious opposition, the Tories arguing but not voting against it, and the lords by a considerable majority. In the upper house it was subjected to very severe criticism, and an attempt was made to amend it materially and limit its duration to seven years. But the commons rejected all amendments originating in the lords as a breach of privilege, taking the ground that measures involving the expenditure of money by the national treasury can not be either proposed or changed in the upper house. The lords, though denying this view of their powers, abandoned their position on the pension bill as a matter of policy and accepted it in the form in which the liberal ministry and commons wished it carried into effect.

The pensionable age is fixed at 70, and the amount the pensioner will receive is \$1.25 per week. Paupers and criminals are disqualified and it is estimated that the cost of the system even as now limited will be about \$30,000,000 a year, at least. No one doubts that in the course of time the amount of the pension bill will be raised and the pensionable age lowered to 65. The Tories have for years been committed to a general pension scheme, but they contend that in order to provide means for it the fiscal system must be changed, duties must be imposed on many classes of products and the basis of taxation broadened considerably. The liberals insist that free trade finance is not incompatible with old-age pensions and other social reforms, and they are to endeavor to demonstrate this during the remainder of their term of office. It is generally felt that this question of "finding money" for social reform will be the chief issue in the next general election in Great Britain. The Tories will take as advanced a position as the Liberals on all matters that are of vital importance to labor and to the masses of the "plain people."—*The Chautauquan*.

England under the law begins doling out pittance to aged poor in January. In every town throughout the United Kingdom postmasters have begun the payment of old-age pensions under the act of the last session of Parliament to persons over 70 years of age. Seven hundred thousand applications for pensions have been received, of which 200,000 were disallowed, chiefly because the applicants have been in receipt of poor relief.

It is estimated that the old-age pensions will cost the country \$35,000,000 annually. The highest pension is \$1.25

weekly, which will be paid to applicants having an income below \$105 a year. If their income exceeds \$105 but is less than \$155, smaller amounts will be paid—*New York Call*.

Clocks in the Sultan's Domain.

Nicholas C. Adossides, writing of the Sultan of Turkey in the *American Magazine*, says:

"In addition to laziness, there is inaccuracy; the present Turkish official is naturally inaccurate, and habit and conceit make him more so. This perhaps is due to the way in which Turkey measures time. Twelve o'clock in the day corresponds with sunset; that is to say, whatever hour the sun sets, it must always be 12. Consequently the hours change always, getting later the first half of the year and earlier in the last, which compels everybody to put his watch to daily torture. So no one in Turkey can flatter himself that he has the exact time; the most strict of Englishmen soon loses his national punctuality. So when two Turks make an appointment, it is within the limit of half an hour or an hour, and even then they don't generally arrive till after the time agreed on, each one calculating on the utmost possible delay on the part of the other.

"Consequently the state employees are not bound down by very severe discipline; no one expects them to arrive at their office at any particular time—especially as the majority of them go hardly at all. As for the most industrious, they appear for two or three hours in the afternoon only, and rather late; in the morning state offices are usually closed. Besides this, work days are rather scarce for the race of officials. Friday is the Sabbath of the Mohammedans; Saturday is the day after a feast day, and one does not do much then; Sunday the Greeks and Armenians remain, like good Christians, at home, and the Mohammedans generally imitate so good an example; Monday is again the morrow of a feast day; Wednesday there is a meeting of the Council of Ministers, and few employees go then to the Ministry. With religious festivals added in, it is easy to understand that out of the 365 days of the year there are not many left to consecrate to the interests of the Ottoman Empire!"

Public Ridicule.

It is the problem of all ages to make the punishment fit the crime, but they seem to have come nearer its solution in Plantagenet times than they ever were after the introduction of flogging.

When burglary meant the total ruin of the man who kept his whole fortune in his house, the burglar was hanged. But in the same period public ridicule served as a punishment for most crimes, and the man who sold bad meat was placed in the pillory and his bad meat burned to windward of him; the vintner who sold bad wine was forced to drink some of it and the rest was poured over his head; for more serious offenses the criminal had to walk along Cheapside bareheaded, dressed only in a shirt and carrying a wax taper, escorted by the mayor's sergeants.

The result was that law and order were maintained far better than when men became brutalized by the horrible floggings of Georgian times.

Punishments became worse with religious persecutions, and after the reformation, the pillory, with its terrible accompaniment of slit ears, whippings, etc., became popular, to say nothing of torturing, burning at the stake, and so on. At St. Thomas' hospital one of the Sisters, "for a grave offense, contrarie to ye lawe of God and according to the proffe of three wytnesses," was ordered to "be punished and have xii strypes well laid on."

But all this, bad as it was, was less demoralizing than the terrible criminal code of George II.'s reign, when there were 48 crimes punishable by death and 40 punishable by whipping, transportation or pillory. Flogging for mere vagrancy began with Henry VIII., and as late as 1804 six women were publicly whipped at Gloucester for this unavoidable offense. And never did public morality sink so low.

In those good old days we flogged our sailormen "to encourage the others," and there were many trussed at the triangles who would now be simply admonished. A pleasant form of punishment was "flogging through the fleet." It was given to the ignorant sailorman who struck a superior officer. And when he had been carried from one ship to another and flogged in each he survived—if he was unfortunate—for six months. The lucky man died accidentally.—*London Chronicle*.

Work and Virtue.

Thank God every morning when you get up that you have something to do that day which must be done whether you like or not. Being forced to work and forced to do your best will breed in you temperance, self-control, diligence, strength of will, content, and a hundred virtues which the idle will never know.—*Kingsley*.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

"Only a Tramp."

"He's only a tramp," said the papers,
When telling the news of the day,
Of how a poor wretch was discovered,
Just breathing his last by the way,
And that was the epitaph written;
And scarcely his spirit had fled,
When many around him had gathered,
To morbidly gaze on the dead.

Dear friends, let us pause and consider,
Right here o'er his mortal remains,
A clue we perchance may discover,
Rewarding us all for our pains,
From whence had he come and bound whither,
His birthplace and name to denote.
What's this? Ah, my friends, 'tis a letter,
Concealed in the breast of his coat.

We'll read: "My dear husband, this letter
I send to you, hoping 'twill be
Another strong link in love's fetter,
Which binds you so closely to me;
My heart's dearest throbs of affection
I send to you, darling, and pray
Kind heaven for health and protection,
And speedy success on your way.

Our children are peacefully sleeping;
I many times kiss them for you,
But Freddy is ailing from weeping,
And baby is troublesome, too,
Yet cheerfully, darling, I'll labor,
Till you some employment procure,
I'm helped by a kind-hearted neighbor
Who feels for the luckless and poor.

This morning our Jennie ran sprightly
To kiss me. She whispered me, 'Ma,
Kind angels converse with me nightly
And give me good tidings of pa.'
God favor our little romancer
With virtuous dreams all her life;
Impatiently waiting your answer,
Your faithful, affectionate wife."

Then silently stood each spectator;
Their eyes were o'erflowing with tears,
Their lips—where the name of Creator
Had never been mentioned for years—

Were now breathing prayers full of pity,
To God with an earnest desire,
For those in a far distant city,
Deprived of a husband and sire.

The tale can be told by that letter,
Denied all employment at home,
His wretched condition to better,
Away o'er the land did he roam.
Repulsed by continued denials,
He came to seek rest on this sod,
But now there's an end to his trials,
He rests with a merciful God.

And "Only a tramp," said the papers,
When telling the news of the day,
Of how a poor man was discovered,
Just breathing his last by the way.
Such was the brief epitaph written,
But soon as the letter was read,
Kind people immediately gathered,
To tenderly care for the dead.

SHANDY MAGUIRE.

Indemnity Insurance, Etc.

BIRMINGHAM, ALA., Jan. 5, 1909.

EDITOR JOURNAL: Being very much pleased with the prompt payment of indemnity by our Insurance Department, I desire to relate an incident for the edification of our members and to encourage them to join it as well. One of our members was injured in November, filed his claim, received immediate notice that the claim would be paid, and a draft for the amount came to him a few days before Christmas—greater promptness than could be expected from any old-line company—and, as Insurance Secretary for Div. 386, I am requested to express the Brother's thanks, in which I heartily join.

I think every member who possibly can do so should take out an indemnity policy in our association. It is much cheaper than any old-line company; besides, we are dealing with our own fraternal Brothers and helping other members who desire indemnity besides their life policies. With the indemnity we get the benefits ourselves, and when we from any cause become incapacitated it is very pleasant to contemplate that we have provided something to tide us over until we get at work again.

We all know by actual experience what the life of an engineer is and its everyday risk, and while we are always ready to help each other in times of need, our indemnity insurance costs only a little

over half as much as the old-line companies charge, making it a light load to carry; and every member who can should take a policy and provide for every contingency. The feature is an honor to the Brotherhood and certainly a great help to those who carry a policy, when anything happens to put them out of service for a short or long period.

I am proud of the B. of L. E., proud of the Insurance Department, and proud of our JOURNAL, with its illustrations, nice stories of fact and fiction, correspondence, technical, links, and the editorials, which are brief, concise, and yet "strike the nail on the head," with language too clean and dignified for anyone to take exception; and every member ought to be proud of our whole institution.

Faternally yours,

D. H. BADGLEY, Ins. Sec. Div. 886.

The Veteran's Lament.

Come, all ye fearless engineers,

And listen unto me;

A doleful story I will tell

Of my old engine and me.

For years I ran old "Nancy Hanks,"

And a faithful brute was she;

In sleet or snow, you're sure to see

Old "Nancy Hanks" and me.

For we were always on good time.

In sunshine or in fog;

But now, alas, I've come to pass

That I must run a "hog."

Oh, farewell to you, old "Nancy!"

It's for you my heart does ache,

Altho' you had a diamond stack,

Likewise, an old steam brake.

You never caused me any grief;

Your pins were always cold;

Your generating power was good,

A fact that's true and bold;

Your draft was easy to adjust,

It never caused delay;

If your sleeve should happen to drop down,

We put it up to stay.

O "Nancy," dear, they say you're light;

Your stack is out of date.

They say you throw too many sparks

To put you on fast freight.

And competition is too great

For them to make much "prog."

So you and I no more can fly

In silence through the fog.

So you can see (asthore machree!)

We're bound to separate,

And I am left to run a "hog"

And haul big trains of freight.

O "Nancy," dear, you might look queer

To some high-collared dude,

But you could always do your work

Both honestly and good.

And if by any overt act

Your "petticoat" you'd lose,

We had a mark, we set it back,

And tightened up the screws,

And you would compensate us

With plenty of dry fog,

And down the line we'd roll on time,

But now we're on the "hog."

O "Nancy," dearest "Nancy," I know you must

go away;

Those "hogs" are stout, and they'll root you out.

For they have come to stay.

And you are sure to wander

To some new foreign road.

But I hope the man who drives you on

Will join the Brotherhood.

For I am sure to run a "hog."

And that without delay.

With grief galore, which lies in store,

And no advance in pay!

J. J. HOULIHAN, Div. 148.

McKee's Rocks, Pa.

Reproduced from the March (1900) JOURNAL,
page 165. By request of Bro. M. Sherwood, Div. 471.

Bro. J. E. Phelps' 45 Years With the L. S. & M. S.

EDITOR JOURNAL: If you will give me a little space I will try and interest the readers, although I may fail in that line, as this is my first attempt. I was born in Lorain county, Ohio, March 9, 1847. At the age of 9 years I was left without a mother, a child's best friend, and at 16 my father passed away, and I had to get busy. I had two brothers then running on the Cleveland & Toledo Railroad, Erastus in passenger service, George in freight, and I guess I did not give my brothers much rest until they got me a job of firing, through the kindness of the foreman at Cleveland, Mr. C. A. Swan, who I have always remembered as a father. Well, my brother Erastus was running passenger from Cleveland to Sandusky. The road was not opened west of Sandusky at that time, and his fireman, Joe Fritz, now running on the Nickel Plate, was off sick and I was put in his place, with Bro. Dan Watson for instructor for one trip. Brother Watson passed away about a year ago.

I remained with my brother one month and then went on yard engine "Norwalk"

(engines had no numbers at that time) with H. B. Cunningham engineer, and I have always had much respect for him, as I think he must have put up with lots of trouble with the kid. My first work was on engine "Fremont"—Hinkley, inside connected. The largest passenger engines had 15 x 20-inch cylinders, 5½ foot drivers. They were by name "Fremont," "Bellevue," "Mouroeve," "Oberlin," "Huron;" these had 14 x 20 cylinders. "Ohio," "Defiance," 15 x 20; then four Manchesters—"Ottawa," "Berlin," "Clinton," "Erie," with 6-foot drivers, 14 x 20 cylinders; and one other, the "Elmore," the same as the Hinkleys, only round steam chest.

The freight engines were the "Lucas," "Lorain," "Henry Martin," and "E. B. Litchfield." The last two were Brooks, built, I think, at Paterson, N. J.; the first two outside connected Hinkleys. Then the "Amherst" and "Cleveland," built at the Cuyahoga Works, Cleveland, with hook motion. There were large engines at that time. Then comes the two Swinburnes—"Elyria" and "Sandusky." The last one named was the first engine the writer had the privilege of running as engineer. Two Manchesters had been given smaller wheels for freight—the "Vermillion" and "Cuyahoga"—all wood burners. The writer did not use coal till 1873. The winter of '64 we got three new Schenectadys; they were the "A. Stone Jr.," "A. N. Ramsdell" and "S. M. Young," with 16 x 22-inch cylinders, 4-foot 6-inch drivers, weighing about 27 tons. They were big ones.

O. Slocum, now running a laundry in Toledo, was put in charge of the "Ramsdell;" H. Gauff the "Young;" B. Lewis the "Stone." Then in '66 we got two more Schenectadys—the first two had numbers, 38 and 39—by name "T. H. Hoag" and "C. L. Boalt," with 16 x 24 cylinder, 6-foot drivers, weighing 31 tons. They were big ones for the time.

Wm. Watson took charge of the "Hoag," but gave her up because she was so large. Chauncey Vinal took the "Boalt." When Watson gave up the "Hoag" Tom Van Wormer took her. He had for his fireman Frank Pimlatt, now

running on the M. C., Toledo to Detroit.

The first engines to be built in the shops at Newark were the "Monitor" and "Ironsides." O. P. Dunbar, afterwards master mechanic of the W. & L. E. R. R., got the "Monitor," and Ed Burton the "Ironsides." The two men superintended the building of these engines; and no finer engine was built at that time, with 19 x 22 cylinder, 5-foot drivers. They were used in extra passenger service, and when one of the men laid off the engine was laid up.

Of the men that were here when the winter commenced with the road only one remains in service, Tom Coe, running between Norwalk and Cleveland daily. O. Slocum, H. B. Cunningham and John Mack are living in Toledo. Mack lost his left hand packing a valve stem on a hook motion by fireman changing the levers. I think this was in 1866.

Well, as time went on, judge my surprise on the 21st of February, 1865, after about 26 months' service, Mr. Swan came to me and gave me a fatherly talk and finished by saying he was going to promote me and give me a switch engine, and said, "Go and take the 'Sandusky,'" then in the yard. At the same time he said, "Remember that you are young and there is a good lot for you to learn, and don't be afraid to come to me to ask for information." I was not yet 19 years old and looked to him for advice. So it went on till October, 1870. I was running the "Amherst," with hooks—anything but a pleasant engine to run—and on my arrival at Norwalk about 4 p. m. on the 20th I found another crew to take engine, with orders for myself and fireman, Bob McMullen, to report to the master mechanic's office. The fire-boy looked at me and said, "Bub," as that was a nickname my brothers had given me, and I am called by that yet by all the boys. "what have we done to be taken off?" I remarked to him that it was his work. Arriving at the office we found Mr. Geo. Tier, master mechanic, in the chair. He looked up and cracked a smile, with "Hello, boy!" as he always called me. We had a talk and I asked what we had done to be taken off. He looked up

and said, "I understand you are going to join the B. of L. E." I told him that I had made application but I had not heard from it. At that time it was a little shaky to join, so I partly guessed what was coming, and then I thought of the fire-boy. He went on to flatter me a little in regard to the work I had been doing with the hooks and cold water and said, "The 'Hoag' will be along here about midnight," and that the fire-boy and myself should take her and see if we could keep up our reputation. This was a great surprise, as the "Hoag" was one of the biggest engines on the road, and not quite as good as the one we had.

I was taken into the B. of L. E. that night, Div. 5, located at Norwalk, with Charles Steele as C. E., one of the charter members of the B. of L. E.

On the 11th of this month I completed my 45th year, going up and down the line between Cleveland and Toledo. On October 15, 1877, I was promoted to passenger service, and for over 31 years there has never been a passenger hurt on a train in my charge. I have not had any serious accident, never broke the head-light glass, but did break one pilot. All but 16 years of my boyhood life were spent in continual service with the same company, now a part of the L. S. & M. S. Ry.

The writer was present and took part in the organization of Div. 4, originally at Adrian, Mich., I think in 1872, when the old reliable and faithful John Mack was elected F. A. E., and he still holds down the chair.

Of the conductors in service when the writer began only one remains—Geo. Johnson—who is on through runs from Toledo to Buffalo.

There was one engine I forgot, the "H. H. Baxter." Conductor Johnston at one time fired her before he went into train service. She was inside connected, with six eccentrics and four levers, called the starting bar engine. When the motion was to be reversed these two bars had to be changed; I think the reverse lever first and then the starting bars. It took an expert to tell which way she would go when the throttle was opened, and another lever for cut-off, a very pleasant

engine to do switching with, very quick in starting. The writer never saw but three of this class—one Hinkley and one Mason; besides this, one which was called an Essex engine. I think she was built by the Amoskeag Works. The company soon rebuilt her and made her outside connected and named her "James Mason."

At the time of my brother Erastus' death in 1897, he had been in service with the same company 45 years.

Brother George died in 1890, having been with the same company 33 years. The writer thinks a good record for all the family.

J. E. P., Div. 4.

Expulsions.

What, another list of Brothers,
That have proved themselves untrue,
Some for unbecoming conduct,
Some for payments that were due.

Some for drinking of the goblet,
When the wine did sparkling flow.
Oh, the sin, the shame, the sorrow,
That its fallen victims know.

Brothers, check them, timely warning
May save them many years of pain,
Chide, yea, chide, but do it mildly.
Try them in the lodge again.

Like the Prodigal of old,
Hasten to that safe retreat,
For it is indeed a fold,
A lamp, a light, unto thy feet.

Knock, the door shall open wide,
Love's fetters round thee shall be thrown,
Pardon ask, they will forgive,
And bid thee welcome, welcome home.

Then, dear JOURNAL, may we never
Have our hearts as sadly pained,
As to read the list and number,
Of expulsions o'er again.

FORT WAYNE, Aug. 1 1868.

AGNES.

Organized Div. No. 70.

EDITOR JOURNAL: Bro. Thomas Rutter, who organized Div 70, was born in Matfen, England, in 1837, commenced firing on the North Eastern Railroad in 1859, running north from Newcastle-on-Tyne to Berrick-on-Tweed in Scotland, and south from Newcastle to York. Leaving England in 1863 with a letter from the North Eastern Railway's superintendent to Mr. Hardman, superintendent of the Grand Trunk Railway and a former employee of the North Eastern

Railway, Mr. Rutter called on Mr. Hardman the day after his arrival at Toronto, entering the employ of the Grand Trunk Railway as fireman at once, and was made an engineer in four months.

It was some time after this that trouble was experienced in establishing a Division of the B. of L. E. in Canada; the men receiving letters from the general manager of the Grand Trunk Railway threatening dismissal. One night in 1865 Mr. Rutter having secured two rooms, Bro. Chas. Wilson of Rochester came over and initiated seven or eight;



BRO. THOS. RUTTER, DIV. 382.

then Brother Pearson secured a hall and was made C. E. of Div. 70, the first one in Canada, and Brother Robinson F. A. E.; both Brothers Pearson and Robinson being Northern Railroad engineers.

Brother Rutter left the Grand Trunk Railway in 1873, entering the service of the L. S. & M. S. at Buffalo as engineer in road service, retiring in August, 1907, after 48 years of continuous railroading; and the year 1909 sees him a member of Div. 382 B. of L. E. of 44 years standing.

Yours fraternally,

F. S. FERNANDEZ, F. A. E. Div. 382.

Wife and Mother.

SHREVEPORT, LA., Dec. 15, 1908.

EDITOR JOURNAL: Much has been said and written in honor of the man at the throttle, but I would sing the praises of his helpmate who runs a more complicated, a more powerful machine than he. While her muscle is not as strong nor physique as powerful, yet, quietly and calmly she directs every movement of her huge machine. Her husband's engine runs between two rails, firmly fastened to the ties, while her machine has no certain movements nor tracks upon which to run. The engineer knows how many miles he has to make—how many stops on his run; but the wife never even knows in what direction she is going, nor how soon her course is to be changed.

But few people know or appreciate the responsibility of the home-maker. Her work seems small in the eyes of many, but she patiently does the work from the drudgery of the kitchen to the making of the dainty fancy work that adorns the parlor. Her day's work is composed of a great variety of things, all of which are essential to the comfort, beauty, and pleasure of home; and besides this, she cares for the little ones—never too tired to hear their troubles or share their joys, always ready to help and anxious to bear the burdens of her loved ones.

While she is performing these duties her husband sits in his cab feeling that his responsibility is great, his duties numerous, and that many things go wrong; but in the midst of his troubles appears the cheerful face and encouraging words of his faithful wife. Then his countenance brightens and he begins to count the miles and hours before he can be at home again. His troubles fly before the thought, as chaff before the wind. He's going home, and all is well. The engineer who has had such an experience should consider himself blessed.

If I were a painter I would paint the picture that floats before my brain. I'd paint the mother as she sits with her little ones around her. I'd paint the coming of the father at evening, the bright eyes of the children, and the

smiles of the parents would show the joy that dwelt within. I'd draw the form of an angel with its background a beautiful home—the place where woman is greatest when she rules with love alone. Woman! the hope of the world, the light of life, the sunshine of the home, the blessing of mankind! You raise and rule the world.

My last picture would be that of a beautiful woman in love and enraptured with life, and I'd place a crown on her forehead labeled with the one word, "Wife." ROBT M. SIBLEY, Div. 326.

Unselfish Adherence to Law.

COLUMBUS, GA., Jan. 3, 1909.

EDITOR JOURNAL: The article in the December JOURNAL entitled "The Knockers' Auxiliary to the B. of L. E.," was indeed a timely one, and the position you took in your editorial comment was entirely correct and in accordance with the views of all loyal, conservative members of our organization. The most valuable asset of any labor organization is loyalty of its members, and we should wave away any member of our Order who comes toward us tainted with the spirit of disloyalty. The agitator is a menace to the well-being of the organization with which he is affiliated and is a detriment to society as well. The true index of our progress or success will be found in the character of our members. It is the medium through which flows the life blood of our association. Where the pioneers of this organization set their feet they proved their nobility of motive, grandeur of purpose, heroism of mind and heart, strength of will and of hand—thank God! They built a mighty structure on a foundation of high resolve and character, and we are guilty of treason if we do not perpetuate the grand work so nobly begun. They were not discredited dreamers, but men who made imperial the honor and integrity of this Brotherhood, and we should pay them at least the tribute of loyalty.

The agitator is the man who has his quiver filled with poisoned arrows and exhausts his weapons for the despicable purpose of destroying and tearing down that which good and wise men build.

A man who takes a solemn obligation and fails to keep it in all respects is worse than the one who shares the benefits of our organization and professes nothing. Every member should do his duty as conscience and reason reveal it to him. Measure your work by your responsibility; let no selfish motive veil from your gaze the sublime summits of justice and right.

Since we have espoused the doctrine of majority rule in the election of our officers, let us contend for the upholding of the majority. The minority are obligated to this principle and are disloyal if they do not sustain it.

A very simple survey of events around us shows a disposition on the part of some to rebuke that which they have sworn to sustain. Such members are incapable of using wisely the liberties and powers granted them.

Insubordination among our members is as great an offense as insubordination in an army. An organization thus cursed is in as great danger as if its members were traitorous. An organization, to be effective, must submit to a government of power, and the highest, as well as the lowest, must be amenable to law, order, and duty; the whole participating in the benefits of our Order to improve it. The unit of our structure must be up to a higher standard, or it will suffer.

Brothers, let us create among our members a spirit of unquestioned loyalty, making each one realize that unity is the bulwark of our success.

As the human race marches on, its progress upward or downward is gauged by its standards of excellence. Its deals are its barometers; and with our Brotherhood we advance by labor, by struggle, by sacrifice, toward a common interest.

No battle is successful unless the support behind the firing line is effective. Manhood is a quality of real men, and character is the asset and foundation upon which manhood is built.

Let us resolve that the future of this Brotherhood will be great and that its greatness shall be measured by the unselfishness of its members, and there will be no "Knockers' Auxiliary to the B. of L. E."

W. A. KLINE, Div. 409.

Brother Layton's Birthday.

FLORENCE, S. C., Dec. 23, 1908.

EDITOR JOURNAL: Were you ever surprised? Well, I was, and never more surprised in all my life than on the 18th of December. It was my birthday, and it happened to be my lay-off night at home. I was seated in my living-room by a nice warm heater, reading a book of hunting and camping life, which is very funny. I was laughing to myself when the doorbell rang and Mrs. Layton tried to get me to go to the door, but I would

was all ready for them; had the house all decorated in ivy and holly, and she told me she was decorating for Christmas; that was why I did not suspect anything.

I just stood for a while dumbfounded and watched them come in. They were certainly a pretty lot of Sisters, and with them a few Brothers. The Brothers are very slow about going to these little parties and they don't know what a good time they miss. Why, I went to one some time ago and I was the only man and about 25 Sisters; and, Brother Editor, I certainly had a grand time, and didn't



HOME OF BRO. EDWIN LAYTON, MEMBER DIV. 265, FLORENCE, S. C.

not; so she went, closing the living-room door as she went out. In a few minutes the door opened again and in walked Mrs. Shields, President of the G. I. A., and a good one, who said, "Let me congratulate you," and then I remembered it was my birthday. Then came about 30 more Sisters.

Well, they came in and just took full charge and, Brothers, you just ought to have seen the good things they brought along. I said to Mrs. Layton, "What are you going to do?" She said, "Everything is all ready." She was in the secret and

run, either. They nearly talked me to death, but I would rest a while and talk a while. I hope these Brothers will get the habit and join us, and they will never regret it. All they have to do is to let me know and I will have to be sick in bed to keep me away.

Everyone seemed to have a good time and so did I, and I want to say to the Sisters and Brothers too, that the front gate has been dispensed with and no lock on the front door, and I hope this is not the last of their visits, for it makes us all feel better satisfied with life when our frater-

nal family gets together in good fellowship.

And now, Brother Editor, I am sending you a picture of our home where this all happened as a Christmas gift, and want to assure you of a hearty welcome to it if you ever come this way, and we will be pleased if you can see a way to have the picture accompany this letter. The writer and Billy, the only dog, I think, are in the auto fixing for a hunt. Mrs. Layton, in white, is in front of the porch. Our Will, at her right, and our Margaret on the steps. The others are friends.

With best wishes to all our Brothers, I remain, EDWIN LAYTON, Div. 265.

Groups of Four Generations of Holmans.

MINNEAPOLIS, MINN., Dec. 15, 1908.

EDITOR JOURNAL: Herewith I inclose two photographs of four generations of our family, and we still have another son who has a daughter, which makes three such groups in our family. In the male group are Wm. H. Holman, age 76; J. H., age 53; B. S., age 24, and M. O., aged 1 year. In the female group are Mrs. A. Johnson, age 68; Mrs. G. S. Holman, age 48; Mrs. M. E. Scheuster, age 27, and Miss B. A. Scheuster, age 8 years. The third group would be of both sexes.

I started in railroad work in March, 1878, and after promotion joined the B. of L. E. in 1883, being initiated into Div. 132, St. Thomas, Ont. I have been a member of Subdivision 80, Abbottsford, Wis., since 1887, and have served as F. A. E. in all about 12 years.

I have six brothers, five of whom are



FOUR GENERATIONS OF THE HOLMAN FAMILY.

members of the B. of L. E., and two brothers-in-law.

I am the oldest of a family of 12 children, and the father of eight, with one son a member of Div. 80. As a family, we feel that we are pretty good supporters of the grand old protective Order of the B. of L. E. Fraternally yours,

J. H. HOLMAN, Div. 80.

Effect of the 16-Hour Law.

MOBERLY, MO., Jan. 11, 1909.

EDITOR JOURNAL: I notice an editorial in the January JOURNAL entitled, "The President's Last Message," in which it is claimed that many of the employees in train service do not like the 16-hour law on account of interfering with long hour earnings, etc. I am sure this statement is misleading, and I wish to take exception to it through the columns of the JOURNAL.

The law is, in my opinion, one of the worst we ever had for train and engine-men, and I believe if left to a popular vote of the men would be altered or amended forthwith, and I will proceed to give my reasons for making the above statement, citing examples as they occur with us at Moberly on the Wabash Railroad every day. Say, for example, that I leave Moberly (our home terminal) at 1 p. m., arrive at Stanberry at 10:30 p. m.; time, 9 hours, 30 minutes. Under the law I must have 8 hours' rest before I can resume service, which would make me rest until 6:30 a. m., our time. Freight run No. 92 (the only one on this division) leaves at 5:30 a. m. I cannot go. Why? Because I needed another hour's rest? No! but because the 16-



FOUR GENERATIONS OF THE HOLMAN FAMILY.

The central picture is Bro. J. H. Holman, member of Div. 80.

hour law says no. Consequently, the company uses an engine off the Omaha division. I lay in Stanberry until No. 68 at 7:30 p. m. and catch an all-night run on dead freight (with its usual joys thrown in) if 68 runs, but in dull times it is nearly always annulled and the chances are that I will lay over until No. 92, next a. m. at 5:30. So much for example No. 1 as it works here.

Well, in a few trips more I will perhaps catch a No. 68 out of Kansas City; dead freight, and a heavy drag, and have a little bad luck on the road and be 16 hours coming in. Well, after 9 hours or between 8 and 9 hours, my engine stands to go probably a nice 6 or 7-hour run on time freight. Can I go on her? Oh, no! Not much! Because I need more rest? Oh, no! I have probably been up around the house an hour or two when my engine goes. But because we live in the land of the free, where we are not allowed to use *our own* judgment about what we need in the way of rest, etc., but must need rest for the next 30 to 50 hours while waiting for our engine to come back.

Law might work pretty good if it had only said we or our families must not eat while hubby was taking his long rest, to please the law; but I haven't noticed my creditors taking any rest while I am losing time and \$25 to \$40 per month to please the precious law, etc.

Now, this is no trumped-up nor imaginary example, but actual practice as it occurs here at Moberly daily; and now while I am writing I am doing time under the law while my engine is over at Kansas City.

I am not a calamity howler, nor a confidence man, I hope, but I have a wife and six children to support, and am trying to pay for a home. My engine has been in the shop six days this month, which I lost, and now on the 11th I have in \$25.44 this month and my engine gone again.

I am only citing actual facts; and I, like Senator La Follette, also like to see things called "by their right names."

I have paid dues into our Order (and the e is no better on earth) for a long

time and have never seen the time that I was more than 30 days in arrears; and to think of all we have paid and the trouble we have been to to get our wages raised, and in some cases to hold what we already had, and then to have a law bob up that cuts our pay about 30 per cent; and it is "so delightful" to get within an hour or two of home and then be tied up for 10 hours at some little place where rest is pretty much a matter of vivid imagination. Oh, blessed law!

I am not just writing my sentiments, but also those of many of our Brothers here, and I think we have just cause to complain; but I do think a law that would let a man be his own judge of when and how much rest he needs, so he could not be forced out until he felt able to go, would be a good thing and of great benefit to all concerned.

W. C. PARSONS, Div. 86.

Quit Locomotive for Other Business.

SHORE, CAL., Dec. 6, 1908.

EDITOR JOURNAL: As there are many of our Brothers who seem to think that if they lose their railroad job they would be sure subjects for the poorhouse, I wish to say a word relative to my own experience. I was in constant service as an engineer since 1890, but often thought I would be glad to try some other business and be my own boss; but I had heard so many question an engineer's ability to make a living at any other occupation than railroad work, I was some time getting myself worked up to a trial of a new field, but finally I bought out a grocery store, in which business I had no experience, but the trial has proven successful so far. I give the business close attention, and by prompt payment for goods I am in excellent standing with the largest wholesale house in the city, and by honest dealings with my customers. I am quite surprised at the success which has attended my efforts, and I write this thinking it may encourage other members to venture in some other line of business when things do not go satisfactorily in their railroad life.

There are quite a number of members

of the Order who have made a success in other lines, and many more could if they would try it. The natural intelligence of engineers is equal to any other class of like number, and should not be afraid to make a try in other lines than in railroad work.

Wishing success to all members of the Order, I am, Fraternally yours,

I. F. WILLIAMS, Div. 660.

Sand for Stomach Trouble.

CHICAGO ILL., Jan. 8, 1909.

EDITOR JOURNAL: I receive great pleasure from reading the many things of interest in our monthly JOURNAL, and I would like to add my personal experience in regaining my health with sand as a remedy for stomach trouble. It may be of some help to some poor Brother or Sister who is about ready to give up, as I was.

For 10 long years I had stomach trouble or indigestion. It was so bad I could not bear the weight of my clothes against it, and I nearly hated myself, I was so cross. I tried many doctors and many kinds of remedies, taking somewhere near a third of a barrel of medicines in the 10 years, with only temporary relief.

One day I came in on the engine and told one of the Brothers who was handling the engines at the roundhouse how I felt. Then he told me of his experience; that at one time he was so bad that the doctor gave him only 80 days to live, and on going to his parents' home in the country to straighten his affairs, he met the family doctor and he told him of the sand remedy; so he tried it and after a short time he was able to go back to work, and he showed me how to take it, which I watched with great interest.

After I had eaten or rather forced the food down, as I never knew what it was to have a hungry feeling, I got started on the sand remedy and kept it up for 80 days. That was five years ago, and ever since then I have felt a different man. Not only did it cure my stomach trouble, but regulated my bowels; while before I had to use a laxative twice a week.

I have told a good many about this

simple remedy and never saw it fail in one case to do its mission. The way it should be taken is once a day only. After eating, fill a teaspoon full of sand; take a tumbler of water and dip the point of the spoon just under the surface of the water and the sand will absorb the water; and when it gets damp enough to hold together, place the sand on the tongue and drink the water. There is no taste to it.

After taking it the first and second time, about one hour and a half after it will affect the head as if the head was about to ache, and this lasts about two hours; but after that it does not affect the head.

I took the sand right out of the sand box on the engine. I avoided eating those things that did not agree with me until my stomach got good and strong, and today I enjoy a strong and healthy stomach.

Some may be afraid of appendicitis, but I have never heard of anyone getting it from taking the sand, and I know of a good many that have taken the remedy. In 140 operations for appendicitis in the Bellevue Hospital of New York City, there were only five cases where foreign substance was lodged in the appendix. By looking up the records of any large hospital you will find it will run about the same per cent.

If anyone who is troubled with their stomach will take this as directed for thirty days, they will be surprised beyond expectations, as I was.

The thing that inspired me to write this was a little verse in the December JOURNAL, page 1080:

"Have you had a kindness shown—
Pass it on.
'Twas not given for you alone—
Pass it on.
Let it travel down the years,
Let it wipe another's tears,
Till in heaven the deed appears.
Pass it on."

Yours fraternally,
L. STODDARD, Div. 294.

Y. M. C. A. Helps a Conductor.

The division superintendent of a Southern railroad who had frequently spoken

favorably of the Y. M. C. A.'s influence, was asked by the secretary to give him the name of the worst man on the road who most needed reformation to prove if it was good for all he said it was. He named a certain conductor and said, "If you can do anything for that man you can have my clothes." The man came to the association frequently, but fought shy of the secretary. At last he came to him when in trouble and liable to be dismissed, ready to sign a pledge. He volunteered to make the forfeit of a month's pay for breaking it within a year. The conductor was led to become a Christian man. Three months after he came in wearing a fine suit of clothes, saying: "Look at these; these are my booze clothes," and pointing to his wife who was with him and well dressed, said, "That is the first new suit I have bought for her in 15 years," and then overcome by his feelings, he burst into tears. That man is now acknowledged by the superintendent to be one of the best men in the railroad service.—*International Ry. Journal*.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Jan. 3, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for December, 1908:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.	Div.	Amt.
19.....	\$ 10 00	418.....	\$ 10 00
29.....	41 30	450.....	12 00
56.....	5 00	454.....	12 00
84.....	10 00	478.....	12 00
89.....	12 50	485.....	5 00
98.....	12 00	498.....	5 00
124.....	5 00	515.....	12 00
132.....	12 60	531.....	15 00
153.....	5 00	513.....	2 30
206.....	5 00	554.....	5 00
208.....	5 00	559.....	12 00
213.....	12 00	589.....	5 60
218.....	22 50	595.....	10 00
222.....	3 00	596.....	5 00
242.....	2 00	621.....	5 00
246.....	12 00	624.....	10 00
255.....	8 00	627.....	2 00
261.....	5 00	644.....	35 00
266.....	10 00	665.....	25 60
302.....	12 00	667.....	5 00
305.....	5 00	698.....	5 00
307.....	10 00	710.....	5 00
314.....	1 50	713.....	5 00
317.....	10 00	722.....	10 00
338.....	2 00	733.....	5 00
367.....	5 00	745.....	15 00
446.....	12 00		
Total.....			\$504 70

FROM G. I. A. DIVISIONS.

Div.	Amt.	Div.	Amt.
10.....	\$ 5 00	199.....	\$ 5 00
17.....	2 00	212.....	5 00
25.....	1 00	228.....	5 00
29.....	5 00	229.....	5 00
32.....	5 00	253.....	2 00
35.....	5 00	255.....	5 00
46.....	12 00	264.....	5 00
49.....	2 00	267.....	5 00
52.....	25 00	271.....	8 00
61.....	2 00	285.....	5 00
62.....	5 00	285.....	1 00
88.....	3 00	297.....	3 00
95.....	5 00	300.....	5 00
96.....	5 00	303.....	2 00
103.....	2 50	305.....	5 00
105.....	5 25	320.....	5 00
110.....	5 00	328.....	5 00
112.....	5 00	336.....	2 50
123.....	5 00	377.....	5 00
139.....	2 00	380.....	5 00
155.....	1 00	382.....	5 00
163.....	2 50	392.....	2 00
164.....	2 00	396.....	1 00
168.....	5 00	402.....	3 00
190.....	5 00	445.....	2 20
Total.....			\$224 95

SUMMARY.

O. R. C. Divisions.....	\$259 31
B. of R. T. Lodges.....	758 75
B. of L. E. Divisions.....	504 70
B. of L. F. & E. Lodges.....	297 00
L. of A. C. Divisions.....	128 50
L. of A. T. Lodges.....	186 25
G. I. A. Divisions.....	224 95
L. S. to B. of L. F. Lodges.....	27 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
A. I. Kauffman, Div. 381, B. of L. F. & E.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
C. & N. W. Conductor's room, Wells st. depot.....	3 40
James Walker, Div. 788, B. of R. T.....	5 60
J. C. Fletcher, Div. 399, B. of L. F. & E.....	1 00
Geo. F. LaChance, Div. 10, B. of L. E.....	1 50
J. M. Brickhouse, Little Rock, Ark.....	2 00
Proceeds of a raffle given by Div. 529, B. of R. T., by C. Booton.....	145 00
Proceeds of an excursion given by the Chicago Lodges and Division, August 16, by F. Larabee.....	63 50
Patrick O'Brien, Div. 74, B. of R. T.....	1 00
Angus Davison Everett, Washington.....	1 00
Angus Mennish, Div. 33, B. of L. E.....	1 00
From members of Div. 725, B. of R. T.....	6 50
E. J. Mahoney, Div. 197, B. of R. T.....	1 00
W. N. Doak, Div. 533, B. of R. T.....	1 00
H. J. Wathall, Div. 65, B. of R. T.....	1 00
J. McQuaid, Div. 39, B. of L. F. & E.....	1 00
J. J. Collins, Div. 62, B. of R. T.....	1 00
G. T. Raleigh, Div. 62, B. of R. T.....	1 00
J. J. Nevin, Div. 62, B. of R. T.....	1 00
C. E. Lee, Div. 62, B. of R. T.....	1 00
John Connors, Div. 569, B. of R. T.....	1 00
H. A. Veith, Div. 479, B. of R. T.....	1 00
Proceeds of coin cards.....	5 50
Total.....	\$2,544 91

MISCELLANEOUS.

One box of canned goods from Div. 50, L. A. T.
 One quilt from Div. 382, G. I. A.
 Two quilts from Div. 367, L. A. T.
 One box canned goods from Div. 128, L. A. T.
 One quilt from Div. 149, G. I. A.
 Box of cigars from A. E. King, Cleveland, O.
 Box of cigars from Mr. W. C. Hatley, Highland Park, Ill.
 Two boxes cigars and two gallons of home-made wine from the C. & N. W. Ry conductors, brakemen, engineers and firemen.
 Two boxes of cigars from M. J. Condon, Div. 83, O. R. C.
 One quilt from Div. 152, L. S. to F.
 Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



Ladies' Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 1560 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 5333 Prairie avenue, Chicago, Ill.

February the Fourteenth.

A maiden went a roaming.
 Arrayed in kirtle green;
 With sunbeams bright illuming
 Her hair of golden sheen.
 And in the woodland mazes,
 And in the meadow grass
 The buttercups and daisies
 Woke up to see her pass.

An idle youth was strolling
 Beside the grassy way
 In mellow accents troling
 This sweet and tender lay:
 "The little birds are mating
 In every bower and tree,
 I trow some lass is waiting
 To be a mate for me?"

The lass in green came dancing.
 Adown the verdant glade,
 And met the lad advancing—
 Oh, happy youth and maid!
 The last fair snow-drops waited
 Their wedding bells to ring
 When gay young love was mated
 With sweet and smiling Spring!

HELEN MARION BURNSIDE.

A February Day.

February in this climate averages colder than December, but it would be hard to persuade most people of that fact, so few can realize that the first day of February is mid-winter. Spring is coming, and in anticipation we can see the grass growing and hear the birds singing.

There are always one or more thaws in February, and that helps on the delusion. This is the little month in which many great men were born, and with its St. Valentine day and holidays passes quickly away. It seems easy to meet the blizzards that come occasionally in this month because of the fact that spring is just beyond, and as we gaze out of the window and notice how even the despised sparrow is hopping about, with an eye to early house-hunting, methinks we might take a lesson from this lowly bird. Give him the slightest encouragement in the way of fair weather, and there he is, as happy as a king. This is about the only bird we see in the city streets, they are so saucy and independent, and take to city life in the most delightful fashion.

No one has a right to complain of the sparrow in February, for he helps to brighten up the landscape. To be sure, he is not a song bird, he is too busy to sing even if he knew how. For him life is a continual hustle, and every individual bird seems to be working for himself and a large family. He asks no favors, all he wants is a chance to live. He may be a nuisance in summer but is welcome in February, because he makes the best of the weather and sets an example of cheerfulness which human bipeds may study to their advantage.

Seven Men to Make a Pin.

Somebody has written:

"They say it takes seven men to make a pin,
 Seven men to a pin, and not a man too much."

But instead of seven it used to take 14 to finish it and stick it in the paper, and not a very good pin at that. What did the people do before the invention of pins? Well, the world went on just the same without them. What do they do in Japan today?

Rev. Wm. Elliot Griffiths, in his book, "Honda the Samurai," says, "There are no pins in Japan. No Japanese baby ever cried because a pin was sticking into its flesh," and of the clothes of children, "they had neither button, buckle, strap nor pin, yet they were as pretty and cunning as you can imagine." And they stay on. Artisans knew how to make elegant clasps before they ever dreamed of inventing a common pin. There were among the early Britons and Saxons beautiful hair-pins or bodkins of gold, silver, or steel, something like our bonnet and hair-pins, and the poor used thorns and wooden skewers.

The first person to introduce pins into England is said to have been the unfortunate fifth wife of the eighth Henry, Katherine Howard, and what a wonder they must have been! Before 100 years had gone by a man set up a manufactory for them; he made them of twisted wire, then another piece was rolled into a head and slipped on; many people will remember when the heads were made separate and how they were apt to come off.

That was a great day when some one invented what was probably called "The new pin with an immovable solid head."

"The Patent Solid-headed Pin-works" were in Birmingham, England, and there was almost as much sensation as there would probably be now if a man were to invent some automatic arrangement by which one could be dressed by machinery—without pins, buckles, clasps or buttons.

It was astonishing what a complete perfect pin could be made!

The announcement alluded to the wonders that machinery could do "in this age of civilization."

In this country the business was started just after the close of the war of 1812, because imported pins were so dear—one dollar a paper—poor pins, too. We can now get better ones for three cents. A good deal of hand work had to be done before a pin was ready for the market. Now, the wire is drawn by one machine, cut by another, pointed by another and so on, filed by one process, finished by a finer file, head finished by machine,

dropped, whitened, and finally put into papers, coming out rows of well-made, faultless pins.

In the early days the pins were sent out to families, and stuck in the papers by women and children. Now, the paper and pins are fed into machines, where the paper is creased, the holes made and the pins put in.

Two little girls can tend one of these machines, and turn out thousands a day.
MARGARET LAKE.

From Two Fifty-nine.

It hardly seems possible that a year has gone past, Since we last installed officers from Pillars to Past, But such being the case, I am writing a line To give you a year's history of "Two fifty-nine."

At the beginning of the year our good President suggested

That at the close of each meeting, when our work was completed,

That a special committee give us a brief entertainment,

And last, but not least, there should be some refreshment.

This proved to be a grand good idea,

As the Sisters all came from far and from near,

So we continued this plan through the Winter and Spring,

Until the days lengthened, warm weather to bring.

One bright morning in April, how well we remember

When we gaily set forth—a right goodly number,

To attend a fine concert given by a Sister Division,

And to promote sociability which is always our mission.

That night at the hall, they had jokes upon jokes, And the music and dancing always laughter provokes,

And I am sure we all said, ere we parted that night,

That as minstrels "Ninety-nine" was just about right.

All through the Summer—every few weeks—

We had many an invitation, the first being at "Peakes."

And then from a Sister who lives near the 'West End,'

And then from Old Orchard, where we have a kind friend.

And how oft we recall how two years in succession We have been to "Hiram Club Cottage," that faces the ocean,

And feasted on fish chowder made by our President's hands,

And how on this dish we made heavy demands.

Early in September we received a kind invitation
To visit "Two thirty-three" could we secure transportation,
This being procured we all went with a will
To spend a fine day in fair Waterville.

On reaching this place, nearly at noon,
We were soon very busy with knife and with spoon,
And then after dinner the gavel was sounded,
Each took their places—and business abounded.

At the close of this session, when our work was complete,
We then donned our wraps and were soon on the street,
And as we were given a ride on the trolley
We would surely impress you as a party most jolly.

All the fall we worked hard every week for our Fair
Which was given in December, and prepared with much care,
And as we netted a good sum to use as we need,
We feel credit is due those who in this took the lead.

The School of Instruction is of such recent date,
I will just briefly mention, and not try to relate,
Of how pleased we all were our Grand Officers to greet
And hope at some time they may with us meet.
SVC. Div. 259.

Anniversary of Div. 337.

December 5, 1908, will long be remembered by Div. 337, G. I. A., and their guests, the Brothers of Div. 208, B. of L. E. It was the second anniversary of the Division and the ladies surely outdid themselves in their efforts to make the evening an enjoyable one.

A good program brought forth rounds of applause, especially the history of the Order, a part of which was in verse, as follows:

In 1906, as you all remember,
We started our Division 4th of December;
It does not seem long since two years ago,
We're still rather small, but we're willing to grow.

Our members will work wherever we place them,
So we've kept into clear and feel proud of our station.

With all due respect to the office she fills,
First comes our President, Sister A. Mills.

Next comes our Secretary and Vice-President as well,
Sister E. Bridge and Sister Pursell.

Then there's Insurance Secretary and Secretary of flowers,
I mean Sister Meals and Sister N. Powers.

There's our Chaplain, Treasurer and Pianist all leal,
Sister Fritz, Sister Mahony and Sister McNeal.

As time's getting short we'll bring them in droves,
But first greet our Past-President, Sister H. Groves.

Sisters Beckett and Thomas are somewhere in the house,
Likewise Sister Decker and Sister M. Krause.

I think Sister Conover is with us tonight,
Also Sister Collins and Sister M. Wright.

There's Sister Tomlinson, Sister Cochran and Sister M. Greetham,
If you'll tarry awhile I'm sure you will meet them.

Sister Combs and Sister Hamilton you know very well,
Likewise Sister Meagher and the two Sisters Sell.

Now, just wait a moment more if you please,
There's still Sister Otten and Sister R. Pease.

And now we will say to all who are here,
That this is a meeting of faith and good cheer.

The banquet is ready, partake of the fare,
And with feasting and laughter drive away care.

The banquet hall presented a most beautiful picture, being profusely decorated with Christmas bells and flags and colors of our Order.

The table decorations were pink and white carnations, and pink carnations were given as favors. After partaking of the feast, which consisted of all the delicacies of the season, a social hour was spent. Rigid's orchestra discoursed the sweetest music during the entire evening. The Brothers expressed much pleasure and hoped the Sisters would often entertain.
PRES. Div. 337.

School of Instruction.

A most successful school of instruction was conducted by Sister W. B. Horstman, of East St. Louis, in Engineers' Hall, Champaign, Ill., December 10, 1908, with a large attendance. The women of Supreme Div. 344 worked hard to have a successful and enjoyable meeting, and they certainly felt repaid for their work when the eventful day at last arrived and every train coming into the city brought visiting Sisters.

We had planned to have Sister Murdock, Grand President, with us, but owing to the very serious illness of her

husband, she was detained at home. So Sister Horstman, Grand Organizer, of East St. Louis, was deputized to take her place. We were all "quaking in our boots" when we heard who was to conduct the school, but we found our fears were groundless, for on further acquaintance we found her to be a most lovable woman and one who certainly understood her business. We were only sorry to think she could not remain with us longer, for we enjoyed every minute she was with us, and certainly profited by her short stay among us.

Sister F. M. Simms, Chairman Trustees of Insurance, was also present. Of course we all knew Sister Simms and were delighted to have her with us. She being our Inspector, of course she looked for us to do good work, and I guess we did not disappoint her. On Wednesday afternoon, December 9, 1908, we held a reception for registering, and a dance in the evening which was enjoyed by all present.

On Thursday, December 10, 1908, we met for work, the officers of Div. 344 being in charge, Sister P. L. Hayes, President of Div. 344, presiding. They went through the opening form, the initiation form and balloting form. We then adjourned for dinner.

We met again at 2 o'clock, with the officers of Div. 344 still in charge of the meeting. We then went through the installation form, members coming in on transfer, and then the burial form. There were criticisms and corrections of course after each form was gone through with, but in the end very few corrections were necessary. After our work was done Sister Horstman gave us some very good advice, explained and answered all questions pertaining to our work very satisfactorily, and I am sure no one could fail to understand the different forms after hearing her explain them.

Sister Simms, being very much interested in the Insurance, gave us a very good talk on the insurance question, and strongly urged the Sisters present to take out insurance without delay. We then had talks for the good of the Order from the Presidents of the different Divisions present before we adjourned.

In the evening we were royally entertained by Sister Isbel, Past-President of Div. 344, with a reception and dance in Engineers' Hall. Sister Isbel certainly did things up fine. I have not the space to describe the bountiful lunch she prepared for the visitors and local members, their husbands and families. Each guest was presented with a little favor in the form of the crescent and star tied with ribbons of the four colors of our Order. We certainly appreciated Sister Isbel's kindness. After supper we were entertained by talks from the different Brothers present. Brother Hayes, Chief of Div. 602, being present, he was called on to give a short talk, which he did. He told them wherever there was a good B. of L. E. Division you would always find a good Auxiliary, which is certainly true. Several of the Brothers present gave good talks. Brother Graney gave an excellent talk. I wish I could remember it and have it printed in the JOURNAL. I will give a little sketch of his closing remarks. He told the visiting Sisters he was glad to be present, to meet and get acquainted with them, and he felt he would be a better B. of L. E. man than ever. He said: "Whenever any of you ladies present come to Champaign, and have to lay over any length of time in the city, do not go to a hotel, just come to my house, and you will be welcome. If I or my better half should not be at home, just raise the door mat, and you will find the door key, unlock the door and walk in and feel that you are at home." Well, Brother Graney and his lovely wife were entertaining some of the visiting Sisters at their beautiful home, and on their return home from the hall, what was their surprise to find the door locked and the key on the inside. Several of the other Brothers and their wives and guests happened along about that time, and the first thing they saw was Brother Graney trying to climb a 30-foot step-ladder to get in a second-story window so he could open the door. We all stopped to see the fun, and you may be sure he received a good roasting from all present about his hospitality.

The following Divisions were repre-

sented: Divs. 5, 14, 16, 26, 47 and 86, with 55 visiting Sisters. The officers and members of Supreme Div. 344 are happy to have met with such an agreeable and loyal crowd of Sisters.

These schools of instruction are good things to have. They not only bring the Sisters together, but the ideas and teachings we receive are of great benefit to us. I wish more of the Divisions would hold schools of instruction. Wishing all Divisions success the coming year,

I am yours in F. L. and P., M. H.

Grand Chaplain in Sorrow.

In the January JOURNAL mention was made of the serious illness of Brother Murdock and Brother Fairhead, husband of our Grand Chaplain. Before the JOURNAL reached our homes Brother Fairhead passed away.

The Grand Officers, and our entire Order, extend sympathy and love to our dear Sister Fairhead in this time of sorrow. May she be upheld and strengthened by the "Everlasting Arms."

Brother Murdock's condition at this time remains unchanged, and our Grand President is kept constantly at his bedside ministering to him as only a good wife can. She has the prayers and sympathy of the entire Order.

Correction.

On page 38 of the January JOURNAL appears a poem entitled "The Way of the World," and credited to W. B. Wilson, of Div. 22.

When reading this over before sending it in it seemed very familiar to me, but I could not place it, as other verses were interwoven which were so inferior that they were eliminated, and the poem then appeared as printed. Thanks to an engineer's daughter who tells me they are from the pen of Ella Wheeler Wilcox, an American author of whom we are all proud. The JOURNAL will not knowingly stoop to plagiarism, and anyone sending matter to be printed should not take the credit to themselves if it is not of their own production. To steal the product of one's brains is nearly as bad as to steal the contents of another's pocketbook.

Notices.

The officers and members of Golden State Div. 104, and Arrowhead Div. 392, G. I. A. to B. of L. E., will hold a joint meeting in Los Angeles, Cal., on July the 8th and 9th, 1909, to which all Grand Officers and G. I. A. members are invited to attend. As our union meeting will take place a few days ahead of the Elks' convention, we hope to have a large attendance, as those wishing to visit one can visit both at the same time.

DIVISIONS 104 AND 392.

Savannah, Ga., sends word that another union meeting will be held there next July, and it is published this early to give all time to make plans to attend. The great pleasure attending the one held there last year was an incentive to repeat it again this year. All are invited to go and take their sisters, their cousins and their aunts.

Division News.

On the evening of December 9, U. C. T. hall on Goodale street, Columbus, O., was the scene of the largest local gathering of B. of L. E. and G. I. A. members ever witnessed in the city. The occasion was a jubilee social held by all the Divisions, who joined hands and worked for the success of the great convention held here last May.

Fully 600 were present and partook of the elegant banquet prepared by the G. I. A. ladies. The dance hall was filled the entire evening by those who enjoy dancing to the strains of splendid music, such as was produced upon this happy occasion. The parlors were turned over to those who enjoyed cards, and thus the enjoyment of all was assured.

Every feature of the occasion was so thoroughly enjoyed that it was the outspoken wish of all that we have the same kind of an entertainment once a year, bringing the families of the B. of L. E. together in a social way.

A few minutes' intermission was given to listen to remarks made by newspaper representatives and Secretary of Board of Trade, also Brothers Baker, Humphrey and Booth, all of whom spoke in the most

complimentary terms of the work done by local Divisions previous to and during the time of the convention, and of the many expressions of satisfaction received from guests. The pleasures of the evening were over all too soon, but the affair was a splendid success from start to finish, and reflected credit on the Divisions participating.

I WISH to tell the readers of the JOURNAL of a very pleasant afternoon spent with Div. 214, B. of L. E., Chanute, Kan. On December 9 the wives and children of members of 214 met at A. O. U. W. hall at 1:30 p. m. in response to an invitation sent by the Brothers to attend a reception and banquet. The afternoon was a perfect one, being bright and clear, which of course added pleasure to the day. A short address was given by Brother Portsmouth, in which he told of the trials of the Brotherhood in early days, and of what they had accomplished, and of praise for the Auxiliary. Sister Baker responded in well-chosen words as she always does. The afternoon was taken up with reading and music, both vocal and instrumental. At 4:30 the doors of the banquet hall were thrown open and we were invited to partake of a regular Xmas dinner. Each guest was presented with a carnation. The way the Brothers tripped around and attended to our wants you would have thought it was an everyday occurrence. The funny part of it was, those who waited on the tables were all bald-headed, so we called them the bald-headed committee. The covers were laid for 136, and everyone ate their fill, and had nothing but praise for the members of 214. Everyone declared they had never spent a more pleasant afternoon.

G. W. C.

MONDAY night, December 7, 1908, was to the members of Sweet Olive Division G. I. A., Florence, S. C., a most enjoyable occasion. In a body, 40 strong, they went to the residence of Sister Joe Temple, who has lately moved in her elegant new home. It was quite a surprise to Sister Ollie, who had been taking tea at a neighbor's and returned to find her house completely taken possession of. The house was beautifully decorated in the

colors of the Auxiliary by swift and willing fingers.

The beloved President of the Division, Sister Juliette Hall, served refreshing punch. The refreshments, which were carried by those present, were varied and delicious. When the gathering broke up, everyone (even the one lonesome man) said that they had had a most delightful time, but expressed a hope that in the future each lady would bring one or two men.

L. BLANCHE JOHNSTON.

TRINITAS Div. 431, Dallas, Tex., is not a large one yet, but all are very much in earnest. We hold our meetings regularly and every meeting seems more interesting than the last. We have been organized since April, have had two socials, and intend having more in the future, as the Brothers seldom get together except on these occasions.

Thanks are due Brother and Sister Harritt, also Brother and Sister Swinford, for entertaining.

SECRETARY.

ON Thursday evening, November 19, 1908, Marion Div. 410, Jersey City, N. J., celebrated its first anniversary with an entertainment and sociable at Lincoln Hall. The Brothers of Div. 53, B. of L. E., and their families were invited to participate in the festivities.

Marion Division was organized one year ago, and already numbers 59 members. As the Sisters are constantly looking for new members, and as the field is a large one, the writer predicts that this Division will double itself ere another year rolls around.

Sister Mason, chairman of the entertainment committee, opened the exercises by introducing Sister Woolsey, the President, who in a very able and elegant address welcomed the guests, and also gave a history of what the Division had already accomplished.

A very pleasing program was then rendered, consisting of recitations, vocal and instrumental music. At the close of the entertainment Brother Ebe, C. E. of Div. 53, was called upon and responded by presenting Marion Division with a very handsome book-mark from Div. 53.

Sister Mason then invited everybody to the banquet hall, where a bountiful spread had been prepared by the supper committee. This was heartily enjoyed by the Brothers and their families, after which dancing was indulged in, everyone going home at a seasonable hour very much pleased with the evening's entertainment. May your second anniversary be as successful as the first is the wish of
A BROTHER OF DIV. 58.

FOR some time Allison Div. 434, Harrisburg, Pa., has been devising means by which to reimburse its treasury. Finally it was decided to give a fantastic social and luncheon, on Wednesday evening, December 16, 1908. Tickets of admission were issued at 5 cents each, and a 5 cent luncheon, consisting of one ham sandwich, one pickle, and one cup of coffee followed the fantastic display. Lots of amusement was afforded the guests. A Red Cross nurse linked arms with the Amish maiden, Sybilla; a G. I. A. girl wearing the four colors vied for popularity with the G. I. A. girl wearing the dress symbolic, emblematic, Star and Crescent; Red Riding Hood kept step with the Little Black Nun; the Dolly Varden girls marched side by side, representing the "long" and the "short" of the affair; Dinah and Chloe caused oceans of merriment by their grotesque costumes and quaint expressions; the Summer Girl and the Girl of the Period caused lots of guessing; the Au'o girl and the girl in blue added their share, whilst the maiden all forlorn and the Japanese girl helped along the fun, and so on down the entire list the greatest interest was evinced by each and every participant. There was a guess pie, the fortunate guesser receiving a large chocolate cake as a reward. When taken into consideration that it was strictly a "nickel" affair, it will be appreciated when it is known that the snug sum of \$30 was realized, clear of all expenses. PRES.

SAPULPA, Okla., Div. 288, may look with pleasure at its progress during the past year, adding new members and promises of more. We are proud of our

new members, they are ever ready to assist. We have given several socials to promote sociability. On October 8 we invited Sister Noleman, a Grand Organizer from Div. 84, to spend the day with us, and the good-cheer and increased sociability it made for Red Rose Division paid the Sisters for the effort, and not only one visiting Sister did we have with us, but five. Sister Heim, Div. 396, Sister Boyle, Div. 123, Sister Spaulding, Div. 235, Sister Erisman, Div. 252. At noon we served dinner, the invitation was extended to the Brothers. After dinner each Brother had to respond to his name. The boys are a help to us always, attend our gatherings and assist. It is encouraging to know they want to help us. Short talks were given by the visiting Sisters, and our day's meeting was a success. As we were in need of money recently we sold chances on a suit of overalls. On the evening the names were disposed of we met in the hall, served pie and coffee and this was another successful event for this Division. We are prepared to take up this year's work, and want each member to help by attending. Don't think if you stay away we won't miss you, for we do, and want you to help make this the best year of any, not only financially, but socially.

T S. INGRAHAM Div. 62, Collinwood, O., was called to order promptly at 2 p. m., Tuesday, December 15, by our President, Sister Hattan. The attendance was unusually large, very enthusiastic, and business of much importance transacted.

Three candidates were initiated into the Division. Meeting adjourned to meet Tuesday, January 5, 1909, in which the newly elected officers will be installed. The members were thus secretly invited into the dining-room, whence all were seated to an elegant luncheon. Our President was then escorted into the dining-room, where a grand surprise was awaiting her. In behalf of Div. 62 and for the faithful services rendered for the past three years as President, Sister Seabrook presented Sister Hattan a box containing one dozen silver oyster forks, also a beautiful work-basket from Sister

Sturgis. Amidst tears of joy, President Sister Hattan thanked all, and extended best of wishes to the Division for the coming year.

ON the evening of December 29, 14 members of Divisions 895 and 606 left Salem at 4:35 for Centralia, Ill., having previously been invited to meet with Div. 91. On arriving we were met by a committee and one of our own members, who has moved from our midst, and were escorted to the hall, which was tastily decorated; in the banquet room the tables were spread with just such good things to eat as all G. I. A. ladies are noted for. We had the pleasure of meeting a few Brothers and Sisters from Divs. 844 and 602; after partaking of their bountiful repast we repaired to the Division room, where we were entertained by Div. 91, who went through the work of installation in an able and creditable manner. After spending several hours in social talk we were again surprised to see these same ladies entering with trays loaded with ice-cream and cake, and you know we all did justice to their efforts. After many goodbys and good wishes were exchanged we started home. All are loud in their praises of the royal way we were entertained by Div. 91. E. R.

We do not want our Sisters to think that Eventide Div. 75, Syracuse, N. Y., has gone into decline just because you have not heard from us in a long time. We have had a very busy year. Our membership is increasing all the time and one pleasant feature of the Division is the general harmony and good feeling existing among the members.

On November 19 we held our second annual masquerade ball, which was a great success. The proceeds of the ball went to swell the already large sum in our treasury.

Last June the ladies held their annual picnic at Long Branch, a nearby resort. Over 60 members and their friends attended and thoroughly enjoyed the day's outing and the perfect freedom from usual cares.

Recently we gave a farewell party to Sis-

ter Yaw, one of our faithful members, who has moved out of town. During the evening our President, in behalf of the members, presented Sister Yaw with a beautiful vase as a token of our esteem.

Our President, Sister Lamphere, entertained the members and their husbands at her home in November. This was especially enjoyable and will not soon be forgotten by the unusually large number present; neither shall we forget the dainty luncheon which our hostess served to us. During the evening Sister Hopkins, in behalf of the Division, presented Sister Lamphere with a G. I. A. pin set with jewels to show our appreciation of her untiring efforts for the good of the Division during the past two years. She was pleased and surprised, to say the least.

Still more recently we gave a birthday surprise to our Insurance Secretary, Sister Alexander. The surprise was complete in every way. The evening was spent very pleasantly in games and music. The members presented Mrs. Alexander with a Haviland china chop set and linen doily as a birthday offering.

At the recent election of officers we elected all our present officers for the fourth time. This indicates that we are perfectly satisfied with their faithful service to the Division. We held a public installation to which the husbands of the members were invited. An elaborate supper was served. On this occasion Sister Lamphere was presented with a beautiful umbrella as a slight return for her faithful work during the last year.

We have not been devoting all our energies to making money and having a good time, however. At the last meeting of the year of 1908 we voted to divide the balance remaining in the flower fund between two poor families. We have been giving other needy ones the benefit of our prosperity, and for some time past we have been giving our attention to two cases worthy of charity.

Wishing all the Divisions a happy and prosperous New Year, we remain,

EVENTIDE DIV. 75.

Div. 145, Buffalo N. Y., has not been heard from in some time through the

columns of the JOURNAL, but we are here and doing our work well. We review with pleasure its progress during the year, and our membership is steadily increasing. January 4 we initiated three new members, also installation of officers took place. Our President, Sister Cooper, has filled her office to our entire satisfaction for the past five years; Sister Peckhan, our Treasurer, has filled her office eleven years; Sister Boyle, our Guide, has guided us for nine years. After installation, Sister Traynor presented each Sister with a beautiful bouquet of pink carnations for their appreciation of services. Meeting closed and an elaborate supper was in waiting, prepared by the Sisters. During the evening Sister Peckhan presided at the piano, rendering us her favorite vocal solo. An enjoyable time was had by all.

Mrs. G. A. Sertz, Sec. 145.

BATTLE CREEK DIV. 284 is still in the ranks with a steadily increasing membership, and 1908 closed a very successful year.

We were very creditably represented at the convention by Mrs. Mary Bales, whose complete and explicit report was particularly enjoyed by those unable to attend the convention.

The event of the year occurred during July, when our Grand President, Sister Murdock, occupied the chair in our Division and conducted a school of instruction, to which we invited the Jackson Sisters, a goodly number responding. In addition to the Grand President the rostrum was occupied by three Presidents, Sister Bodley of Chicago, Sister Parshall of Jackson, and our own President, Sister Condon. Sister McNeal was also present, she being the Past-President of her Chicago Division. The school of instruction was very profitable to us, the Grand President explaining the work thoroughly, and answering a grist of perplexing questions propounded by both Divisions. At the close of the school a banquet was served under the auspices of the Y. W. C. A., and later a trolley ride throughout the city was enjoyed.

A Halloween party given by the entertainment committee proved a very

pleasant and profitable event. The Division rooms were decorated in keeping with the season, and a large number came in costume. The grand march caused much merriment, it revealing numerous unique costumes.

The monthly family picnic suppers following the regular meetings have continued throughout the year and have been the direct means of bringing out many of the Sisters, as well as the Brothers. An enjoyable evening always follows, in which games, cards, music or dancing are indulged in.

CORRESPONDING SECRETARY.

DIVISION 73, of Utica, has not been heard from for some time, but we are wide awake just the same; some of our members are a little slow in attendance, but we hope they will realize what they are missing by not coming to meetings. We that do attend enjoy them, and they do us lots of good in every way. Our President, Sister Decker, is always at her post, doing her best at all times. Sister Ballard, who comes way from Frankfort, 10 miles, always on time, never misses a meeting.

Four of our good Sisters, whom we shall miss, have moved out of town, for they were some of the faithful few, always ready to do. Sister Young gone to New York, Sister Wheeler to Rensselaer, Sister Egert to Trenton, and Sister Neville has gone way to Panama to join her dear husband and son. Each Sister was presented with a souvenir of remembrance, and also entertained nicely at the homes of our President, Sister Decker, and Past-President Sister Fagan. We have had many social affairs during the past year. Had the pleasure of conducting three candidates through the mysteries of our Order, and expect another at our next meeting. With best wishes for a happy and prosperous New Year,

Yours in F. L. & P., A SISTER.

DIVISION 394, Dickinson, N.D., held its installation the latter part of December, at which time Mrs. White was installed as President for the third time, and presented with a fine Past-President's pin.

At close of installation a banquet was

served, and there was dancing until a late hour. December 27 the Sisters surprised the engineers at their meeting, taking with them a substantial luncheon, and a social evening was spent all too quickly.

Division 894, G. I. A., have fixed the date for their second annual ball for Friday, January 22. It is to be a masquerade ball, but instead of sending out written invitations, as was done last year, they decided to make it a grand free-for-all, and you are all invited to come and bring your neighbors and friends. The ladies gave one of the best dances held in the city last year. They are starting early and working hard to make the event on the 22d a grand success. You are only required to help out at the last hour by being present to enjoy the fun.

On the evening of December 30 the Sisters of Queen City Div. 46 gave a public installation, or rather public to the members of families of that Division. Sister Coppock, who has so ably filled the chair for the past two years, presided. The meeting was opened with prayer by the Chaplain, followed by the officers' drill and other fancy drills, all of which were very beautifully executed. The members participating were all dressed in white and made a very pleasing picture as they marched and countermarched, forming the crescent and other well-known emblems of our Order. After the solemn and impressive installation ceremonies, which were so pleasingly done by all who assisted therein, Sister Hinchcliff, our newly-elected President, in a charming manner, on behalf of the Division, presented our retiring President with a half-dozen solid silver teaspoons. Sister Coppock responded in a few well-chosen remarks, and was then conducted to her new station, that of Past-President. Sister Hinchcliff then called for remarks from some of the Brothers, and a number of them responded, among whom were Bro. Geo. Morrell, F. A. E. of Div. 186, and Brothers Richard McBride and John F. Ensign, former Chiefs of 186. All complimented the Sisters on the very able, perfect and beautiful manner in which they did the work. Following this

came the retiring drill, which was as ably done as the preceding ones. All were then invited to the banquet hall, where refreshments were served. An hour or more of social intercourse followed, when all departed for home, wishing for Div. 46 a happy and prosperous year.

A MEMBER.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., February 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than January 31, 1909.

ASSESSMENT No. 428.

Toronto, Can., Dec. 15, 1908, of apoplexy, Sister M. A. Brown, of Div. 161, aged 77 years. Carried one certificate, dated March 14, 1898, payable to Lillie M. M. White, daughter.

ASSESSMENT No. 429.

Birmingham, Ala., Dec. 21, 1908, of capillary bronchitis, Sister Lillie Nuttall, of Div. 169, aged 38 years. Carried one certificate, dated February 22, 1906, payable to C. B. Nuttall and Mary Haury, husband and mother.

ASSESSMENT No. 430.

Oakland, Cal., Dec. 21, 1908, of dementia, Sister Catherine J. Jordan, of Div. 156, aged 56 years. Carried two certificates, dated April 28, 1892, and October 25, 1894, payable to Isaiah Jordan, husband.

ASSESSMENT No. 431.

Port Jervis, N. Y., Dec. 22, 1908, of apoplexy, Sister Mary E. Snyder, of Div. 66, aged 58 years. Carried one certificate, dated May 3, 1898, payable to Charles Snyder, husband.

ASSESSMENT No. 432.

Greensburg, Pa., Dec. 31, 1908, of pulmonary tuberculosis, Sister Sadie B. Frey, of Div. 139, aged 37 years. Carried one certificate, dated April 10, 1906, payable to Charles G. Frey, husband.

ASSESSMENT No. 433.

Detroit, Mich., Jan. 7, 1909, of cancer, Sister Mary Schneider, of Div. 17, aged 48 years. Carried one certificate, dated June 16, 1900, payable to Henry Schneider, husband.

Members will pay their Insurance Secretaries on or before February 28, 1909, or be marked delinquent; and in order to restate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within ten days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 430, 431, 432 and 433 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 414 and 415, 6,705 in the first class, and 2,974 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,

5333 Prairie avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

Question: Where does the compressed air used to operate the water raising system in Pullman cars come from? If it gets out of order how will it affect the operation of the air-brake? C. F.

Answer: At the present time it is usually taken from the auxiliary reservoir of the air-brake on each car. Some of the first devices took air from the brake-pipe, and if the water raising system on a car was out of order it would affect all the brakes cut in to the train pipe. When taken from the auxiliary reservoir, leaks of air either into or out of the water raising system will affect only the brake on that car. In this system there is a moderately large air storage reservoir that holds air to life the water stored in another reservoir up to the wash basins.

Between the brake auxiliary and the air storage reservoir is an air governor that remains closed until the brake auxiliary pressure reaches 65 pounds, when the governor opens and allows air from the brake auxiliary to pass slowly through a choked opening to the air storage tank until its pressure equalizes with the auxiliary.

In the air governor is a non-return check valve to prevent the air passing back from the storage tank to the auxiliary. If this check valve leaks, when making a brake application the air from the storage tank will flow back into the auxiliary and feed up the auxiliary, so that with a very moderate reduction of brake-pipe pressure that brake will be applied "full on."

This leak may also cause stuck brakes when you come to release, as the auxiliary pressure will not reduce much at the application and the sleepers are usually the farthest cars from the engine, so that brake-pipe pressure can not be raised very quickly.

The governor is adjusted for about 65 pounds so that it will be closed till the auxiliary is charged to 65 pounds. This is intended to prevent any air passing from the auxiliary till nearly up to the standard braking pressure of 70 pounds.

If Pullmans running on trains using 110 pounds braking pressure had their governors adjusted for the high pressure, when these cars were put on a train using 70 pounds they would not charge up the air storage tanks. To obviate any trouble from this cause it is the custom to adjust all the governors for the low pressure.

When charging a train with air ready for a terminal test of the brakes, remember that you have to charge both the auxiliary and the air storage tank to standard pressure and the air space in the water tank to 20 pounds. If you do not, when a brake application is made, the air flowing to the air storage tank will reduce the auxiliary pressure and the brake will release the same as if there was an auxiliary leak. After both reservoirs are charged to standard pressure, if the governor and its check valve are in good order, the water raising system will not affect the service of the air-brake.

Between the air storage tank and the water tank is a reducing valve adjusted for 20 pounds that regulates the air pressure on the water to that amount. If this valve gets out of order and allows too much pressure on the water it will come into the basins with too much force and splash over. This defect does not particularly affect the work of the brake but uses more air than necessary, for all the air in the water tank is allowed to escape when the tank is re-filled with water.

Question: Can a plain triple valve work quick-action and make what we call a "kicker" or "dynamiter," giving the train a severe jerk with a moderate service reduction? C. F.

Answer: A short answer to this question is "No." But in air-brake questions an answer without an explanation does not satisfy the inquirer. When you are making a moderate service reduction in brake-pipe pressure at the brake valve,

through the service application ports, and the brakes on the train "dynamite" or work quick-action, it is a quick-action triple valve that is the cause of the trouble.

The plain triple valve of the Westinghouse type, whether manufactured by that company or any other, has one movement of the triple piston and slide valve that opens the air passage by the graduating valve and allows air from the auxiliary only to flow slowly to the brake cylinder. As long as the plain triple valve, or, for that matter, the quick-action triple valve either, moves to the service application position only, that triple valve will not "dynamite" the train brakes. There is a further movement of the triple valve piston and slide valve past the service or graduated application position, in which the piston makes its full travel and rests against the leather gasket on the cylinder cap.

In this movement the slide valve of the plain triple is pulled down far enough so that the air port under the slide valve is uncovered; auxiliary air can then flow in a larger volume to the brake cylinder and quickly equalize, setting the brake full on at once. But this takes a heavy reduction in brake-pipe pressure, 20 to 25 pounds from 70, and if the triple valve is in good order will not happen with a moderate service application. If the plain triple is sticky and does not move easily it may move full travel for a 7-pound reduction, but as soon as the auxiliary pressure of 70 pounds equalizes into the brake cylinder, the higher train-pipe pressure will promptly move the triple to release position.

The air port in the valve seat under the slide valve of the plain triple is considerably larger than the graduating port through the slide valve, so as to make the brake set quicker with a sudden 20-pound reduction. The high speed engine triple valve shows this difference in a marked degree; the port is oblong to give it a larger opening.

There are very few cars now in service with plain triple valves on them. Engine and tender brakes usually have plain triples. Tenders of passenger locomotives in many cases have quick-action

triples in order to hasten the work of the train brake in an emergency.

Now as to the part the E. T. locomotive brake takes in the emergency or quick-action. The original E. T. equipment had as part of the distributing valve a device exactly like the plain triple, except that it did not handle any air to the brake cylinders of the locomotive. The later designs have an emergency cap and valve that can be attached to the No. 6 E. T. or the plain cap put on as is preferred. This emergency cap and valve provides a passage for train-pipe air to the brake cylinders of the locomotive when the heavy and sudden reduction is made in train-pipe pressure. In this respect it acts like a quick-action triple. You can tell whether the emergency cap is part of the distributing valve by examining it.

If the brake valve is in good order and properly handled by the engineer there is nothing about a plain triple that will cause the brakes to "dynamite" and jerk the train. To affect the other triple valves it must take air out of the train-pipe when it (the plain triple) operates, and there is no way for the plain triple to do this.

With the quick-action triple, if from any defect it moves its full travel with a light service reduction at the brake valve, it will open the passage from the train-pipe to the brake cylinder. This will suddenly reduce the train-pipe pressure and affect the nearby triples. This we call "dynamiting," but it is another matter from the one covered by your question.

Question: Can a train-pipe check valve from the quick-action triple valve be used to replace a broken air valve in the 9½-inch air pump?

C. F.

Answer: The check valve is much too long to go in the air pump valve seat. If it is cut off to make it the right length to fit there will be a large hole through the check valve where the emergency valve stem and its spring belongs that will have to be plugged before it will stop any air. Let the other fellow who says it can be done try it first.

Question: It is said that the heat of compression expands air and that expansion when equalizing at a lower pressure

cools it off. Such being the case, why is this not taken into account when calculating braking pressures? C. F.

Answer: Because the air usually cools down to the normal temperature of the atmosphere when passing through the main reservoirs, the piping, and to the auxiliaries, so that the effect of the heat during compression is all lost. When the air expands from the auxiliary into the brake cylinder it reduces the temperature of the air a little, but the metal brake cylinder very soon restores its temperature to that of the atmosphere surrounding the brake equipment.

When air at a temperature of 60 degrees is compressed to a gauge pressure of 70 pounds the temperature rises to about 400 degrees: with a pressure of 90 pounds it is about 450 degrees, or one-half as hot as red hot iron, that is, 900 degrees.

Incidentally, we might say here that it is vitally necessary to cool the compressed air down to the temperature of the atmosphere before it leaves the main reservoir if we expect to keep the water out of the train-pipe and triple valves.

Question: Why will some injectors handle hotter feed water than others? On one of our engines one injector will take water when hotter than you can wash in it. The other one will not work warm water at all.

B. S. K.

Answer: There are injectors designed to handle very hot water; the interior construction is somewhat different from the ordinary injector. You may have one of this type on the locomotive spoken of. When handling very hot water this type of injector works with a locked overflow to prevent water wasting. One hundred and fifty degrees is about the limiting temperature with 120 pounds of steam.

As a general proposition, an injector that will handle a large proportion of feed water with a moderate amount of steam will give less trouble with hot feed water than one that is extravagant in the use of steam. As all the steam must be condensed during the operation of the injector to give a solid jet into the delivery tube, you can readily see that it will take more feed water to perfectly condense a large amount of steam than a smaller

amount. But, as the amount of feed water is restricted by the size of the entrance to the combining tube or the draft tube, the next and only way to condense all the steam and form a solid jet is to use colder feed water. Thus, the injector that is the most economical in the use of steam can work the hottest feed water.

When the steam and water tubes get worn out of the proper shape and too large, or become clogged with lime scale so they are out of shape inside and too small, they will not handle even cold feed water as well as new tubes of the proper shape will. Of course, they will fail with hot water much quicker than with cold.

When using steam at a moderately low pressure, much hotter feed water can be handled than with very high pressure steam. This is because steam at 200 pounds is 64 degrees hotter than steam at 80 pounds. You can readily believe that the same amount of feed water must be colder to absorb the extra 64 degrees or, rather, the extra heat units that this 64 degrees represent. With the hot water injector mentioned feed water at 135 degrees can be worked with an overflow with 60 pounds of steam, while with 200 pounds of steam the limit is 106 degrees to work with an open overflow. Now, if the overflow valve is closed and locked shut to prevent the escape of the water that has been heated by the steam jet so that it spatters out between the combining and delivery tube into the body of the injector, steam at 60 pounds will work feed water at 145 degrees and with 200 pounds steam its limit is 106 degrees.

Ordinarily, a non-lifting injector will give better service with hot feed water than a lifting injector, especially if set much above the water level in the tender, because it is difficult to prime the lifting injector with the feed water hot. If the tubes are worn out of shape or incrustated with scale, it will prevent a lifting injector priming readily.

A bad leak from the boiler past the check valve back through the delivery pipe gives trouble from another reason. The leak, if bad, will tend to fill the overflow opening to its capacity. An injector

with a small overflow suffers more from a leaky check valve than one with a large overflow and needs the checks ground in oftener.

Steam and hot water leaking into the injector when it is not in operation, and air leaking into the suction pipe when it is working, give more trouble than any other ordinary defects. As these defects are the result of bad management and negligence, they are hard to get remedied.

To handle hot feed-water the hose and strainer should be free of obstructions and full sized. Hot feed-water takes up a lot more room in a suction pipe than cold water, and many injectors that with a generous feed pipe would handle hot water refuse to work because they do not get a full supply of water, nor will they handle as much feed-water into the boiler; this reduces their capacity.

Question: Will an injector handle water into a boiler if the discharge pipe and check valve are above the water line of the boiler?

B. S. K.

Answer: Certainly. There are hundreds of boilers in locomotive service that have the check valve either on top of the boiler or above the water line and discharging the water directly into the steam space. No difficulty is experienced in working the injector or the operation of the boiler check.

There are a number of patented devices for this purpose and the claim is made that the flues last longer with this method of delivery, as the feed-water is very hot when reaching the lower rows of flues.

Question: A says if water falls below check line injector cannot be put at work and will not put water in boiler. B says it certainly will work against steam or water; that the Nathan people make and sell a check for top of boiler and an Eastern road used a similar device 15 years back. Which is right?

A. H.

Answer: B is right. The check valve he mentions is patented by C. Phillips, master mechanic of the New Orleans & Northeastern Railroad. It is more than 25 years ago that this discharge into the steam space of a boiler for an injector

was used. See answer to another question like this in this issue.

Question: A locomotive is making 60 miles an hour, reverse lever in highest cut-off notch; engine shut off; reverse lever dropped to full gear. Will the valve travel faster or slower with lever in full gear than in highest notch, speed conditions being equal?

A. H.

Answer: When the reverse lever is dropped to full gear it gives the valve its full travel, something it does not have when the lever is in the highest cut-off notch. If the valve travels farther in full gear it must of course travel faster to go the longer distance each revolution of the driving wheels.

Electrical Railroading.

BY ELWOOD GRISSINGER.

PART XXXI.

The winding placed within slots of the revolving element of the induction motor is in the form of solid and straight copper bars except for motors of special types or types where certain starting conditions are to be fulfilled. These solid conductors in the constant speed types of induction motors are rigidly and electrically short circuited among themselves. This is accomplished by allowing the conductors to project through the core of the rotor at each end, all at equal lengths and then fastening a ring to the conductors either by bolting it to each conductor or by laying the ring in slots in each end of the conductors and brazing them together.

If these conductors in the rotor are not short circuited among themselves collectively, they may be connected in different groupings either in the form of a straight series connection, groups of independent circuits or series-parallel circuits.

The greatest possible effect is produced when connecting the rotor conductors together by choosing the conductors in pairs so that the induced currents in the individual conductors comprising the pairs shall move in relatively opposite directions. This means that such conductors shall be joined together which shall include an angle equal to 180 degrees divided by the number of poles of the stator field.

Fig. 1 is drawn to represent the stator and rotor parts of an induction motor, in which F is the stator portion within slots of which the stator windings as described in the last article are placed. The laminated core of the rotor is lettered as C, these rotor laminations being supported upon the spidered hub for slipping upon the shaft and there fastened by means of a slot and key. The laminations of the rotor core are slotted at their outer periphery as shown. These slots in commercial induction motors are rectangular in section. The rotor in the figure has twenty-four slots equally placed around its periphery and within these slots the copper bars are placed. The rotor con-

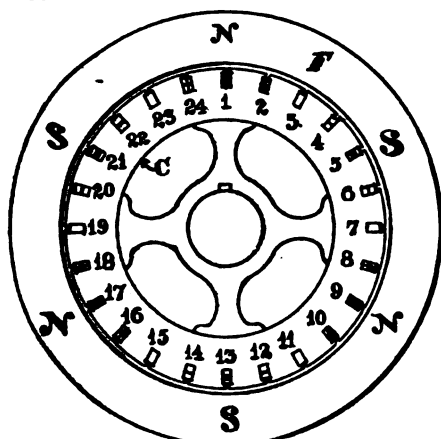


FIG. 1.

ductors are covered with a thin layer of insulating material. This insulation does not need to be very heavy for the reason that the voltage induced in the rotor conductors is very small. The currents induced therein, however, are relatively large. The letters N and S represent the field poles induced by the stator winding for a certain value and relative direction of the currents passing through the stator winding for one point or element of time in the cycle of changes in the alternating current applied to the terminals of the motor. The motor, therefore, represents a three-phase six-pole motor. The direction of the induced currents in the rotor conductors for this particular point in the cycle is shown by plus and minus signs on the end sections of the rotor conductors.

The relative strength of induced currents in the respective conductors is shown by making some of the plus signs heavier than others and some of the minus signs heavier than the minus signs in the adjacent conductors. The end sections of conductors shown in blank means that there is no current induced in those conductors for the position of the stator field shown. The plus sign on the end of a conductor is intended to mean that the direction of the induced current in that conductor is from the front of the figure to the back, while the minus sign means that the direction of the current is from the back to the front in that conductor upon which the minus sign is marked.

The lines of magnetic flux will therefore form closed loops around the respective sets of conductors as shown. That is, the loop of magnetic flux will begin say at conductor 13 and include half of conductor 17. Conductor 15 being half-way between 13 and 17 will have no current induced in it for the reason that it is then in a position with respect to the lines of force in its group, that it is embracing the maximum number of lines of force, but is cutting none of them. A similar reasoning applies to the rest of the conductors forming the groups in this particular field. The conductors between half of 17 and half of 21 comprise a group within the loop of magnetic lines; these between half of 21 and half of 1 another group, and so on to complete the circle. The number of conductors comprising such a group is always chosen with respect to the design of the stator winding, i.e., whether this winding shall create a four, six or other number of poles in the field. This ratio was pointed out in a preceding article on the same subject. The reaction between the magnetic flux created by the stator winding and the magnetic flux created by the currents induced in the rotor conductors is what brings about the rotative effort on the part of the rotor. The action in this respect is similar and analogous to the principles explained in connection with the direct current types of motors described in earlier papers. The magnitude of the rotative effort depends upon the relative strengths of the respective mag-

netic fields created by the respective windings. The slower the rotor tends to run by virtue of the load coming upon it, the more current will pass into the stator winding. When this takes place, the induced currents in the rotor conductors become heavier and the relative magnetic fields become stronger, thus increasing the torque of the rotor. This is the simplest explanation which I can make of this action. To attempt to go into it in greater detail or make it more explicit would take me into a mathematical discussion of the subject, which of course is to be avoided.

The plus and minus signs shown in Fig. 1 therefore indicate that the conductors numbered 1, 5, 9, 13, 17 and 21 must be connected together, as they represent the outside conductors of their respective groups in which the induced currents are moving in relatively opposite directions. The same is true of conductors 2, 6, 10, 14, 18 and 22 and of conductors 4, 8, 12, 16, 20 and 24. These interconnections can be made in different ways termed respectively a series connection, an independent adjacent circuit connection, a diametrical independent circuit connection, a series-parallel connection and a closed circuit connection, known more particularly as the "squirrel cage" form.

For the series connection, Fig. 2 will illustrate the same in part as showing one

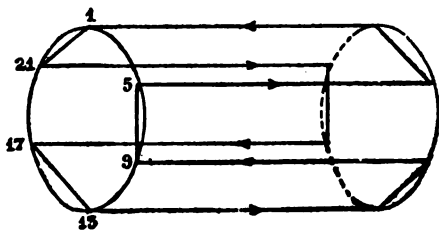


FIG. 2.

wave of such an arrangement. Here the conductors of the rotor occupying a similar position with reference to the field poles are so connected to one another as to form a single and continuous closed circuit, so that the current induced in them will flow in the same direction throughout the circuit. One group of the conductors will therefore be connected up as shown in Fig. 2, this group comprising conductors numbered as 1, 5, 9, 13, 17 and 21. The

complete rotor winding would be made up of four independent series circuits of the same dimension as the one shown in Fig. 2, the second, third and fourth circuits comprising the conductors 2, 6, 10, 14, 18 and 22; 3, 7, 11, 15, 19 and 23; and 4, 8, 12, 16, 20 and 24.

A number of independent closed circuits can also be formed among the rotor conductors as shown for three such circuits in Fig. 3. This figure shows that two conductors can be connected to-

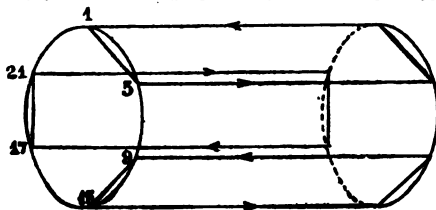


FIG. 3.

gether, each conductor being connected with its similar conductor in an adjacent slot of opposite polarity. Fig. 3 will therefore show one such independent circuit composed of rotor conductors numbered as 1 and 5 in Fig. 1, where it is seen that conductor number 1 is of plus polarity as viewed from the front and conductor number 5 is of minus polarity, each conductor carrying a current of maximum intensity for the corresponding position of the magnetic field and the conductors therein. By referring, therefore, to the arrow points on the lines representing the closed circuit of Fig. 3, it is seen that the current in the two conductors comprising such circuit circulates in opposite directions in those conductors, thereby forming the proper electrical circuit. Similarly with respect to the circuit made up of conductors 9 and 13 and 17 and 21. The remaining circuits upon this rotor have been purposely omitted from the drawing in order to simplify the same, but it can be readily understood that conductors numbered 2 and 6, 10 and 14, 18 and 22, 3 and 7, 11 and 15, 19 and 23, and 4 and 8, 12 and 16 and 20 and 24 would also constitute the remaining independent circuits upon this particular example.

A second style of independent circuit arrangement has been termed the diamet-

rical opposite independent circuit and this is illustrated in Fig. 4, where it is seen that instead of conductor 1 for instance, being connected to conductor 5 of

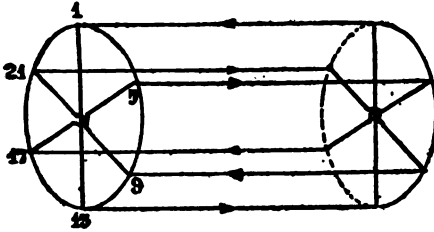


FIG. 4.

the opposite polarity and like position in the field, number 1 is connected to number 13, which has current of the same direction and strength as has conductor number 5. Upon this form of connected rotor there would therefore be twelve circuits as of Fig. 3 and these circuits would consist of conductors numbered 1 and 13, 5 and 17, 9 and 21, 2 and 14, 8 and 15, 4 and 16, 6 and 18, 7 and 19, 8 and 20, 10 and 22, 11 and 23, 12 and 24. Fig. 4 will show in conjunction with the polarity of the conductors in Fig. 1, that the currents in the independent circuits are traversing the conductors composing them in the proper direction.

The series-parallel system of connections, so called because all conductors of the same polarity are connected in parallel with one another, and these combinations connected in series with one another in proper relation is shown in Fig. 5. By reference to Fig. 1 it will be noted that the plus conductors of the first group are numbered as 1, 9 and 17, of the second

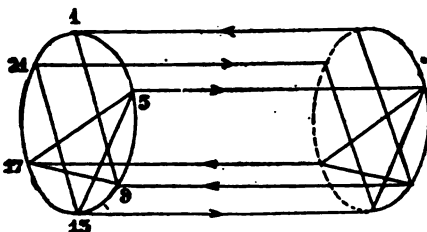


FIG. 5.

group 2, 10 and 18, and of the third group 8, 16 and 24. The minus conductors of the first group are numbered as 5, 13 and 21; of the second group 6, 14 and 22, and of the third group 4, 12 and 20. The first

group of plus conductors are therefore connected in parallel with one another and this group of plus conductors is then connected in series with the first group of minus conductors, or plus conductors 1, 9 and 17 being connected together in the front and back as at 9 and 17 (or parallel relation) become the first group that is connected in series with the first group of minus conductors 5, 13 and 21 at the point 5. That is, the series connection between the two groups mentioned is affected through the medium of the face conductor numbered from 17 to 5. Four such series parallel circuits will make up the complete winding for the rotor shown.

The straight parallel connection is accomplished by connecting all of the conductors together through the medium of the end ring which has all of the conductors bolted to it, becoming in effect the familiar "squirrel cage" design. This

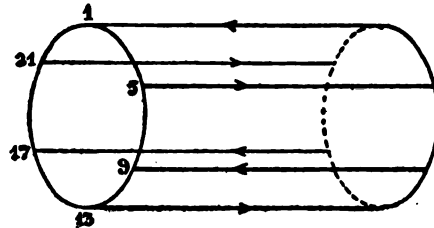


FIG. 6.

idea is brought out in Fig. 6, omitting the presence of the end rings themselves and assuming that the circles forming the ends of the diagram in Fig. 6 constitute the end rings mentioned. This parallel arrangement of the grouping of all of the conductors on the rotor is electrically equivalent to any one of the arrangements shown in Figs. 2, 3, 4 or 5. If we revert to Fig. 3, it will be seen from the direction of the induced currents in the conductors 1, 5 and 21, it will be immaterial whether conductor 1 is connected to conductor 5 or to conductor 21. Therefore if conductor 1 be connected with both 5 and 21, conductor 5 with 9 and with 13, the induced currents in each of the conductors can be considered as flowing through divided circuits and through end connections (the ring) which is common to all of the conductors. The same general reason-

ing can be applied to the arrangement drawn in Fig. 4 for independent diametrical circuits. The arrangement shown in Fig. 4 means that only the similar conductors are connected together, and that, therefore, the electromotive forces of the two halves comprising the closed independent circuits are equal to one another. It is, therefore, electrically equivalent to join all of these independent groups together at their common crossing point, which would give us at once the equivalent end ring connection intended to be shown in Fig. 6. The same is true of Fig. 5, where instead of connecting for the series combination between conductors 5 and 17, the cross connection be distributed

and to motors in which the amount of starting current is regulated by the starting device for the motor only. Where it is required that an induction motor shall be operated at other speeds than synchronous speed for periods of time, or that the starting currents shall for any reason be reduced in volume, a different rotor arrangement of winding must be employed. One of such combinations is brought out in the simplest manner in Fig. 7.

This shows the usual rotor core in a line drawing with a set of three coil windings placed around it. The conductors of this winding carry the same numbers as shown on the other figures, the rotor having the same number of slots as in

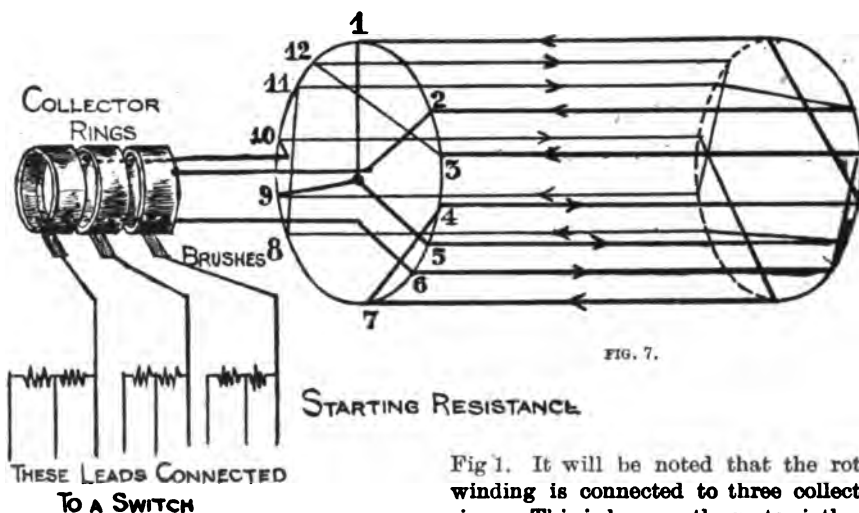


FIG. 7.

among all of the conductors shown as 1, 5, 9, 13, 17 and 21 to 1.

This general parallel arrangement has the advantage over all of the other circuit arrangements in that by splitting the circuits into a larger number in multiple with one another, each conductor of the circuit will be called upon to carry a smaller amount of energy than would otherwise be the case. This means that the individual conductors can be made smaller in cross section and less copper used in the winding. It is also a much simpler winding to make and connect together.

The figures thus described apply to the constant speed types of induction motors

Fig 1. It will be noted that the rotor winding is connected to three collector rings. This is because the motor is three-phase. The star or Y form of connection is employed among the conductors on the rotor. The individual circuits can be traced out by means of the connections and the arrow points indicating the direction of the induced currents in conductors. The form of winding of the rotor circuits shown in Fig. 7 is also termed the open circuit winding.

Each of the collector rings has a brush bearing upon it, the collector rings being fastened to the shaft of the rotor and the brushes being supported in stationary brush holders attached to the frame of the motor. The brushes are then connected to a set of resistances termed starting resistances, through the medium of a

switch. All of the resistances in the starting resistance combination are equal to each other in their respective divisions. The switch arrangement is so designed as to enable one to connect the brushes to the different divided resistances, there always being the same relative values of resistance attached to each of the circuits in the rotor winding. This arrangement requires that the number of conductors on the rotor armature shall be a multiple of 3, and Fig. 7 is therefore a 12-conductor rotor within a four-pole field, three-phase. Other combinations of the open circuit winding can be devised, but they may in some instances require four collector rings instead of three. The same general arrangement of winding shown in Fig. 7 can be used for two-phase currents with three collector rings, or with four collector rings.

Safety Ashpan.

The *Ft. Wayne Sentinel* recently contained the following concerning an invention in which a local man figured:

Engineers J. A. Swartz and T. P. Whalen, of the Nickel Plate, have devised and patented a locomotive ashpan which meets the requirements of the federal law bearing upon that subject which will become effective January 1, 1910. It also meets the approval of all railway men who have seen it and the inventors believe it will be in use on all American roads before the expiration of the time limit for equipping locomotives with ashpans that can be cleaned without going beneath the engine to do it. Schwartz and Whalen's ashpans can be emptied of their contents speedily and easily by means of levers in the cab.

In appearance these pans are not greatly different from the ones now in general use. They are divided into sections by the partition over the driver axle and each section contains a scraper about the size of the interior of the pan. Each scraper is connected with and is operated by a conveniently placed lever on the fireman's side in the cab and a push and a pull at it instantly unloads the cinders and ashes in the pan and obviates the necessity for the dangerous practice of cleaning it by

means of a scraper in the hands of a man beneath the locomotive. Another advantage this device possesses is the opportunity it affords for cleaning the ashpan when the locomotive is moving over the road, thus making easier the work of the fireman. It is a simple device and will not easily get out of order. The patent covers the entire system of operating ashpans from the deck of the engine. It is the first to be issued. Nickel Plate engine 138, one of the big new freighters, has been equipped with one of these ashpans and the apparatus has been thoroughly tested. The inventors have called their device the universal safety locomotive ashpan, and it is surely well named. Invitations will be given motive power superintendents and other railway officials to examine the pan and witness practical tests of its efficiency.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

MOOSE JAW, Jan. 2, 1909.

EDITOR TRAIN RULES DEPARTMENT:

DEAR SIR: There has been much discussion here on the following questions, and I would thank you for your opinion. In all questions, section extends from A to Z, and B and F are registering points, designated as such in time-table.

1. At A I receive Order No. 6 addressed to engine 1410: "Engine 1410 will run as first No. 72 and display green A to Z."

At F I receive Order No. 7 addressed to first No. 72: "Engine unknown is annulled as second No. 72 from F."

Is Order No. 7 sufficient authority to take down green at F and for engine 1410 to run as No. 72 F to Z?

2. When running as first 72 in above question I receive Order No. 8 at B:

"First 72 engine 1410 will meet extra 1444 at F."

When I arrive at F conductor informs me extra 1444 has arrived, turned, and

gone back to Z. Should Order No. 8 be annulled in such a case, or is conductor's word at a registering point sufficient authority for an engineer to go against a train order which he holds?

3. At Z I receive order addressed to engine 1410:

"Engine 1410 will run extra Z to A, meet first 72 engine 1408 at J, second 72 engine 1438 at I, third 72 engine 1411 at H."

At H I receive Order No. 12, addressed to extra 1410:

"Extra 1410 will meet fourth No. 72 at F."

On arrival at F I receive Order No. 13 to extra 1410:

"Extra 1410 will meet second 72 engine 362 at E, and third 72 engine 579 at D."

Is Order No. 13 all that is required to leave F against Order No. 12?

Is it considered good railroading to run as many sections as possible between registering points?

Yours fraternally,
GEO. WHITELEY.

Answer: The orders used by our correspondent are not Standard Orders, but the interpretation given them must necessarily be the same as that given to Standard Orders which are used for the same purpose.

Answering Question 1: Order No. 7 is not sufficient authority for first No. 72 to take down signals at F. The reason that it is not authority to take down signals is that it does not annul second section of No. 72. It is true that it states that some unknown engine is annulled as second No. 72, but this does not necessarily involve the annulling of a section. If it is desired to have first No. 72 take down signals at F, the order should read, "First No. 72 take down signals at F." Upon receipt of this order first No. 72 would take down their signals and proceed as No. 72 to Z.

Answering Question 2: We have always held that a "meet" order means nothing but meet, and if the extra has turned and gone back to Z the order you hold to meet them at F should be annulled. If the dispatcher expected this extra to turn and go back from F he should have given

them an order as per form C, known as a "right of track" order. Had he given them the right of track order, then when the conductor examined the register and found that they had arrived, it would be sufficient authority for you to go on, providing that your road does not require the engineer to check the register for himself. In connection with this it is well to state that a train order making a train superior to a register point is no more binding upon an engineer than is a superior train's schedule to the same point. That is, if you would go against a superior train's schedule on the conductor's word, then you would be justified in going against a right of track order held by an extra if the conductor informed you they had registered their arrival. But if you held a meet order you should meet the train or get the order annulled. The formation of good habits in railroading demands that this practice shall be followed in all cases.

Answering Question 3: If fourth No. 72 has arrived at F and is displaying signals, you must have orders against fifth No. 72 before leaving F, or an order that the second No. 72 which you meet at E, and the third No. 72 which you meet at D, are the trains which run as fifth and sixth sections of No. 72 into F.

It is good judgment to run trains as sections when they are to run through over the district as the same section. But where sections are run under conditions which require opposing trains to meet sections out of their regular order, or meet two or three second sections, or two or three third or other sections, it is decidedly dangerous railroading, and should be avoided by running the trains extra instead of as sections.

LYNCHBURG, VA., Jan. 6, 1909.

EDITOR TRAIN RULES DEPARTMENT:
I differ with you in your answer to question sent in by "N. E. W.," from Peoria, Ill., and published in the December JOURNAL, on page 1065, relative to two train orders Nos. 251 and 255.

Order No. 251 makes a meeting point at Thayer between No. 108 and extra 456 south and directs No. 108 to take siding.

Order No. 255 changes the meeting

point, but says nothing as to who shall take siding. You rule that No. 108 takes siding on Order 255. I claim No. 108 should take siding at Thayer, as that part of Order No. 251 is still in effect and has not been superseded by Order 255, and No. 108 should be governed by time-card and rule rights on arrival at Lefton, having fulfilled at Thayer that part of Order No. 251 relative to siding.

No. 108 may have gone on siding at Thayer for a superior train and the order put out more as *information* to facilitate the movement of extra 456 than otherwise—if so, is not the first part of Order No. 251 fulfilled? That's the point I want to make.

Suppose Order No. 251 read like this: "No. 108 will pull by and back in on siding and meet extra 456 south at Thayer." Would such instructions hold good at Lefton, under Order No. 255? Such an order has been put out on account of spur siding or spiked switch.

I fired for an engineer who used to tell me: "If you are the least bit doubtful, place yourself in the other fellow's position and see what you would do." If I were the "other fellow" (extra 456), I should feel it was up to me to get in to clear on Order 255.

I am not doing this simply to "butt in," but because I think that when there is a difference of opinion the question should be threshed out thoroughly, as by so doing serious trouble may be avoided. Please place me right. HOP.

Answer: The editor of this department welcomes criticism upon any subject which appears in these columns, for at times there are points which can be brought out in no other way. Our correspondent shows good logic in his communication, but unfortunately he has based his reasoning upon a wrong construction of the meaning of Order No. 251, and in consequence his deductions are faulty.

The intent of Order No. 251 is that No. 108 will sidetrack at the meeting point with extra 456 south; this meeting point as shown by the order is Thayer, but when Order No. 255 is sent it supersedes the meeting point as fixed by Order No. 251, but does not cancel the provision

that No. 108 will take siding. Order 255 substitutes the word "Lefton" for the word "Thayer," but further than this it does not alter any arrangement which was made by Order No. 251; therefore, No. 108 must sidetrack at the meeting point with extra 456 south, or violate their instructions. We should avoid reading into an order that which it does not contain, and at all times the rules should be respected. Order 251 is clearly a two-movement order in an abbreviated form which has met with approval by nearly all railway interests. If the order were written out in full it would read: "No. 108, engine 233, meet extra 456 south at Thayer; No. 108 take siding for extra 456 south." This is exactly what the order means, but you will note that it repeats the number of the extra and is therefore longer than is necessary, so it has become a custom to omit the words "for extra 456 south," as the order could mean nothing else when a single meeting point is concerned; but when an order contains two or more meeting points the dispatcher uses the original, or long order, unless the "take siding" is to apply to all trains. For example, "No. 2 meets No. 1 at B, and No. 3 at C. No. 2 takes siding for No. 1."

You will also note that this two-meeting point order is an abbreviated order, or in fact two single meeting-point orders combined, but it is not found necessary to make it read: "No. 2 meet No. 1 at B, No. 2 meet No. 3 at C," for the reason that it is understood without using the words "No. 2 meet" twice in the order; but if a subsequent order were sent reading, "No. 2 meet No. 3 at D instead of C," it would only supersede the meeting point with No. 3 and would not affect the meet with No. 1. So with Order No. 251 one provision has been superseded, but the other has not and so remains in effect. If the dispatcher wished to cancel the "take siding" part of it also then he should have made Order No. 255 read: "Order No. 251 is annulled. No. 108, engine 233, meet extra 456 south at Lefton."

The rule that orders once in effect continue so until fulfilled, superseded or an-

nulled, is binding and must not be ignored. If, as our correspondent claims, No. 108 has fulfilled the sidetracking portion of the order because they took siding at Thayer (without meeting extra 456 south), then all that would be necessary for any train to do to fulfill the sidetracking portion of any order would be for them to pull in on the siding and then immediately back out and go down the main track. I think any of my readers can guess how long such work would last. No, Order No. 251 does not mean that No. 108 will sidetrack at Thayer, simply for the purpose of going on the siding, but it does mean that No. 108 will sidetrack for extra 456 south, and as that part of Order No. 251 has not been fulfilled, superseded or annulled, it is effective wherever No. 108 and extra 456 south meet.

If Order No. 251 had read, "No. 108 will pull up and back in on the siding and meet extra 456 south at Thayer," it would not have been superseded by Order No. 255, but any dispatcher who would permit such a portion of an order to stand and change the balance of the order would be one who did not understand his business, and I should expect the crew of No. 108 to call for further orders under such circumstances.

I hope that I have made it plain that one portion of an order can be superseded without affecting any other portion of an order; and all we have said upon this subject is strictly in accordance with the Standard Code of Train Rules. Of course railroad officials have the right to interpret these rules to suit themselves, but there are very few indeed who are not sufficiently posted in the Standard Rules to give a correct interpretation upon this point.

PARSONS, KANS., Dec. 31, 1908.

EDITOR TRAIN RULES DEPARTMENT:
Will you please advise me your opinion of the following order:

"Train 405, engine 476, has right over train 406 engine 505 Vinita to Pryor Creek but will wait at Daws until 11:30 p. m. for train 406."

Train 406 is a second-class train and

train 405 a third-class train. Does 406 have to clear 405 five minutes at Daws? If so, why? If not, why not?

(Signed)

"KATY."

Answer: No. 406 must clear this time at Daws 5 minutes, for the reason that a right of track order (form C) simply reverses the rights of trains and Rules 87 and 89 provide that inferior trains must keep out of the way of superior opposing trains, and that at meeting points between trains of different classes the inferior train must clear the superior train five minutes. Rule 71 provides that trains are superior by right, class or direction.

In summing up we find that No. 406 being inferior (by right) to No. 405, and also being a train of different class, must clear No. 405 the superior (by right) train five minutes at the meeting point as per the rules.

Most of the difficulty in understanding these cases comes from the fact that so many people fail to realize that Rules 87 and 89 refer to superiority, whether by right, class or direction, and not simply to superiority as shown by the time-table. In other words, a train made superior by a train order comes under these rules in just the same way in which the superior train by time-table would before the order was issued. The order takes the superiority from one and gives it to the other. The fact that 406 is superior by class to No. 405 does not help them, as Rule 71 makes "right" (train order) superior to class or direction.

EDITOR TRAIN RULES DEPARTMENT:
Please decide the following:

On time-card 105 train No. 26 leaves B at 5 a. m. daily except Sunday. Time-card 106, effective 5 a. m. Sunday, Dec. 6, No. 26 is daily. Can this train run Sunday, Dec. 6, according to Standard Rules?

T. J. S.

Answer: Yes, No. 26 can run Sunday, December 6. Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect on any division (or subdivision) at the leaving time at their initial stations on such division (or subdivision).

Time-table 106 shows No. 26 daily and

goes into effect at 5 a. m. and the schedule being due out at 5 a. m. puts it under the authority of the new time-table.

NASHVILLE, TENN., Dec. 20, 1908.

EDITOR TRAIN RULES DEPARTMENT:
What is your understanding of the following order?

Order No. 8. To C. & E. No. 33.
"First 34, engine 658, has arrived at Y and is annulled Y to Z. Engine 658 will run extra Y to Z with right of track over No. 33."

No. 34 is superior by direction. The question is, can No. 33 proceed against following sections of No. 34? No orders received by No. 33 except Order 8.

W. O. H.

Answer: From the wording of the order it is evident that for some reason it was desirable to have first No. 34 run ahead of the regular schedule time of No. 34 from Y to Z; and it also looks as though engine 658 did not receive a copy of order No. 8; at any rate, Order No. 8 is not a Standard Order.

Order No. 8 does not give No. 33 any right over No. 34's schedule, on any section on No. 34's schedule. In effect it annuls engine 658 as first section of No. 34, but this does not in any way restrict the superiority of the schedule between Y and Z, and most certainly does not authorize any train to proceed against the first or any following section of No. 34. While the order is not Standard, it must be interpreted as though it was a Standard Order, for any other interpretation would lead to confusion. Supposing that there are two sections of No. 34: when second section arrives at Y they get an order that engine 658 is annulled as first No. 34 from Y to Z and this order is authority for them to proceed Y to Z as No. 34; or if there are three sections of No. 34 the order they get at Y authorizes the second and third sections to proceed Y to Z as first and second sections of No. 34, hence it will be seen that order No. 8 does not and must not authorize No. 33 to proceed against No. 34 or any section of No. 34.

Dispatchers should whenever possible use the Standard forms of train orders, as

their meaning is fully explained and a clear understanding is thereby insured for all concerned. In the case under consideration the order should have read: "*Engine 658 is withdrawn as first No. 34 at Y; following sections change numbers accordingly. Engine 658 run extra Y to Z with right over No. 33.*" Order No. 8 and the order the dispatcher should have used mean the same thing, but the Standard Order is less liable to mislead.

The Electric Telegraph.

J. W. READING.

Continued from JANUARY JOURNAL.)

In the early development of the railway the electric telegraph is a thing to science unknown. It is true that some minor inventions had been brought out, but nothing that was of any practical value.

The word telegraph is derived from the Greek language and signifies *tele*, afar off, and *graph*, to write. In early days the word referred to a contrivance by which intelligence could be communicated to a distance; generally to a method of communicating by preconcerted signals. Telegraphing by various signals is nearly as old as the world, having been considered a very important adjunct, in every age, of the machinery of war.

Thousands of various signals have been devised by the different nations of the earth, and a history of their gradual development, though void of value, would yet be interesting reading. One of the most complete and simple methods was put in use by John Smith, the "father of Virginia," while a prisoner of war in Turkey. Most of the telegraphs of olden times consisted of boards, or wooden arms, which signified the letters of the alphabet according to the position in which the boards were placed.

Toward the end of the 18th century a curious contrivance was in use by the French people, using 16 letters only. A piece of this kind of machinery was in operation between the Louvre, in Paris, and Lisle, enabling the committee of public safety and the combined armies in

the Low Countries to communicate with each other. So great were the advantages derived from the use of this bungling apparatus, all Europe, and particularly the British empire, set about trying to bring about some radical improvement. A great number of plans were proposed, which for brevity's sake will be reduced to two classes: First, shutters which opened and closed; secondly, arms movable on pivots. The shutter apparatus was adopted by the admiralty in the first government line of telegraphs established in England in the year 1796, between London and Dover. This scheme was continued in use for 20 years.

In 1816 the English people concluded to adopt the semaphores of France, which had been in use upon the French coast from 1803, and as materially improved by Sir Home Popham, they were found to be of great service.

Popham's telegraph consisted of two arms on one post, but as they were mounted on separate pivots, each could assume six different positions and was capable of affording 24 signals. This apparatus, with some modifications, was in use until supplanted by the electric telegraph.

In 1822 Col. Paisley, a Frenchman, invented a signal telegraph which consisted of upright posts of moderate height, having two arms moving upon a common pivot, each of which could be moved to seven different positions, and each position indicated a word or sentence. The posts were placed from three to five miles apart, but were so arranged that they were clearly within the vision of each other. When the arm of the first was placed in a certain position the man at the second placed his in the same manner, and the third and fourth and so on down the line "followed suit," and in this way a word was sent along the line at a rate of about one mile a second. One word following another closely, a message was transmitted quicker than by any other device known before that time. There were 27 of these signal posts between Calais and Paris, 152 miles, and a word was conveyed through the line in three minutes, and a sentence of

10 words in half an hour. There were 80 signal posts between Paris and Brest, 325 miles, through which distance a word was conveyed in 10 minutes and a sentence of 10 words in one hour and 40 minutes. This mode of transmitting messages was very expensive, for the management of the various signals required the service of a man at each post; yet, it was deemed so important to convey messages in the manner described that the French government was at an expense of \$210,000 annually.

England paid \$15,000 a year to sustain 72 miles of telegraph signals between London and Portsmouth.

Methods of communicating signals without machinery have been devised at various periods and have been found of great value in times of war.

Upon the field of battle many and various schemes have been formulated to convey, by signal, orders and other information from one point to another.

Naval signals have always been and always will be of the greatest importance.

Samuel Finley Breese Morse was a native of Charlestown, Mass., where he first saw the light April 27, 1791. He was educated at Yale College, and in 1810 he visited Europe and studied art and became quite proficient in both painting and sculpture. In 1815 he returned to the United States, following his profession in different cities of his home country. He was one of the organizers of the National Academy of Design established in New York City in 1826, and for 16 years was president of the institution. In 1829 he revisited Europe and remained three years. Being a student of chemistry and natural philosophy, as well as art, it is not strange that in 1826-27 he became interested in the science of electro-magnetism and made it, in connection with telegraphy, the subject of intense study and the principal object of the second voyage across the Atlantic. On his return home in 1832 he felt that he had conceived and was able to demonstrate to his countrymen that messages by electrically charged wires were possible.

While on his way home, aboard the

packet ship "Sully," a fellow passenger, referring to the experiments that had just been made in Paris with the electromagnet, differed with Mr. Morse as to the time the electric fluid would pass through a wire 100 feet in length. Mr. Morse, remembering the experiments of Franklin, contended that the passage would be instantaneous. Mr. Morse suggested that the electricity could be carried any distance and be made the means of conveying and recording intelligence. The idea took deep hold of his mind and before he had completed the voyage he had worked out the plan for the greatest invention of the age.

Mr. Morse made a number of attempts to secure aid from Congress, but met with failure until 1843, when he was both surprised and delighted by getting an appropriation of \$30,000, with which to erect his telegraph line between Washington and Baltimore.

The Hon. O. H. Smith, who was a United States Senator from Indiana, gives a graphic description of Mr. Morse and his plea before a Senate committee for an appropriation during the session of Congress in 1842. Mr. Smith said:

"It was in the year 1842, about 12 o'clock of the day, when I was notified in the Senate chamber by the sergeant-at-arms that Professor Morse wished to see the Senators in a committee room for the purpose of showing the operation of his magnetic telegraph. I repaired to the room at once and found the professor there alone. In a few minutes Senators Linn, Huntington, Merrick, Berrian, Woodbury and Davis came in. He then proceeded to show us his invention and to point out the mode of operation. I watched his countenance closely to see if he was not deranged, as that very morning I had been met in the rotunda by a middle-aged man with long hair hanging over his face, and as we met, he remarked, 'Are you a member of Congress?' 'I am.' 'Are you as big a fool as the rest?' 'Perhaps so, and perhaps not.' 'Do you believe in things you don't see?' 'Yes, I have a good deal of faith.' 'I am the inventor of the flying fish. Do you believe in that?' 'I never supposed that

there was any difficulty in flying. I thought the trouble was in lighting. Can you light easy?' 'I understand you. The question you ask is whether I can overcome gravitation. I see you are just as big a fool as the rest of them.' And he passed on.

"He was evidently deranged, and I looked upon Professor Morse and his wild talk about electricity and the certainty of the success of his plan in the same light, and I was assured by the other Senators after we had left the room that they had no confidence in it. There was not at that time a mile of stretched wire for telegraphic purposes in the United States. Soon after there was an operation very satisfactory between Capitol Hill and Bladensburg, some five miles."

The electric telegraph, as first used by Mr. Morse, was essentially a registering instrument, the various signals being traced on a strip of paper by a pencil. This paper was made to travel slowly beneath the pencil. When in 1844 the first line from Washington to Baltimore was completed a different mode of recording the signals was adopted. The use of the pencil was found objectionable because it required sharpening so frequently, and because of the danger of the point breaking off. The same arrangements were retained in regard to the paper, but it was made in its course to pass under a roller having a groove around it. A blunt steel point under the roller pressed the paper into the groove and made indentations of different lengths according to the length of time the circuit was closed.

The first public message sent over the electric telegraph after its completion to Baltimore in 1844 was the announcement of the nomination by the Baltimore Convention of James K. Polk as the Democratic candidate for the Presidency. The first submarine telegraph is said to have been placed under the English Channel between Dover and Calais. The first message sent over this cable was on Aug. 28, 1850. The length was 25 miles. The wire being copper, one-tenth of an inch in diameter was inclosed in a gutta percha tube one-half inch in diameter, the whole

21 miles that the wire was under water between Dover and Cape Gris Nez.

The "National Cyclopaedia" published in London in 1850 contained an article trying to prove the electric telegraph was not an American but an English invention, and referred to Wheatstone of England and Steinheil of Bavaria who, in 1837, invented electro-magnetic telegraph systems differing from Morse's and from each other.

Wheatstone's device was an inferior one, not of the recording kind, but required watching by one of the attendants.

That of Steinheil, though a recording telegraph, was so complicated and delicate as to be unfit for extended lines. Wherever Morse's instrument was carefully examined it was considered the best, and when in 1851, at a convention held by Austria, Prussia, Saxony, Wurtemberg and Bavaria, for the purpose of determining upon a uniform system of telegraphing for Germany, Mr. Morse's invention was considered superior to all others and was adopted.

The first foreign acknowledgment of Prof. Morse's invention was given by the Sultan of Turkey, who bestowed upon him the "Order of Glory." Next came a gold snuff-box from the King of Prussia, which contained the Prussian gold medal of scientific merit.

English history claims that the first practical telegraph line in the world was the wire strung between Paddington and West Dayton on the Great Western Railway, the year that Queen Victoria ascended to the throne (1837). While this may be true, yet it could not have been entirely satisfactory because of the recording device invented by Wheatstone, as heretofore mentioned.

It will probably go down in history that the first railway telegraph line was the one last mentioned. The submarine telegraph across the English Channel in 1850 proved the first to be successful, previous efforts failing for want of a method for proper insulation.

Marine telegraphy owed its institution to the introduction of gutta percha for insulating purposes. In 1842 Prof. Morse laid an insulated submarine wire across

New York harbor, using for insulation hemp soaked in tar and pitch, surrounded with a layer of India rubber, over which he successfully transmitted electrical messages; but it soon proved faulty on account of not having the electrical current properly protected.

Prof. Morse about this time was making a desperate effort to get recognition and an appropriation from the United States Congress. In his diary, written about the time given, he says:

"I am crushed for want of means. My stockings all want to see my mother, and my hat is hoary with age."

It seems strange to the average citizen of the present that Prof. Morse was obliged to wait and plead so long before given the assistance asked for.

The success of the submarine cable from Dover to Calais (1850) gave considerable impetus to submarine telegraphy. Similar enterprises sprung up on all sides, but many failures resulted. In 1852 three unsuccessful attempts were made to establish telegraphic communication between England and Ireland. In the following year a heavy cable, weighing seven tons per mile, was successfully laid and, proving to be satisfactory in every detail, it instilled more confidence into the schemes, and money was more easily raised by the promoters of various short cable lines, a number of which were soon afterwards laid.

As has been shown, the early projectors of submarine telegraphy confined their efforts to connecting countries, divided by narrow seas, or across bays and rivers, but as they became more and more successful plans were agitated for connecting England and America, in which it was expected the people of two great countries would talk with each other, though separated by a vast ocean.

In 1853 Mr. F. N. Gisborne, a very able English engineer, obtained an exclusive franchise for connecting St. Johns, Newfoundland, with Cape Roy, in the Gulf of St. Lawrence, by an overhead telegraph line. The idea was to "tap" steamers coming from London to Cape Race at St. Johns, and pass messages between that point and Cape Breton, on the other side

of the Gulf, by carrier pigeons. A few miles of cable were made in England and laid between Prince Edward Island and New Brunswick. Mr. Gisborne then surveyed out the route for the overhead line across Newfoundland and put up about forty miles of wire, after which work was stopped for lack of funds. While in New York in 1854 Mr. Gisborne was introduced to Cyrus W. Field, a retired merchant, who became enthusiastic on the subject and soon thereafter organized a strong syndicate with means to bring out a realization of Gisborne's scheme. A cable 85 miles in length was made in England to be laid between Cape Breton and Newfoundland, but after forty miles had been laid out rough weather ensued and the undertaking had to be abandoned. In 1856 another cable was sent out from England and successfully laid across the Gulf, thus connecting St. Johns with Canada and the American lines. The new cable was made up different from those theretofore placed in service. Instead of being a single solid wire it was composed of several small wires laid up together in strand form. This idea was brought out with a view of avoiding a flaw in any single wire stopping the conductivity; besides, affording greater strength with increased mechanical pliability.

The feasibility of laying the Atlantic cable had engaged the consideration of some of the most learned in telegraphic science. Other submarine cables, which had proved successful, were laid in water not averaging over 300 fathoms in depth nor more than 110 miles in length. The nearest points between Newfoundland and the British Islands being nearly 2000 miles, and the depth of the ocean being fully three miles for a large proportion of the distance, the engineering difficulties entailed by this vast distance and depth were problems that taxed the most scientific, nor was the distance and depth all that had to be considered. The possibility of conveying electric currents through such a length in an unbroken circuit was seriously doubted.

It was known that the covering of the cables had a retarding effect on the flow

of the electric current, but the exact formula for the working speed of cables of certain proportions and lengths was not correctly figured out until a number of years afterwards.

The retardation of electric current through an insulated wire due to induction—a phenomenon practically unknown with bare wires strung on poles, and of no consequence in short cables—was overcome by using a succession of opposite currents. By this means the latter, or retarded portion, of each current was "wiped out" by the opposite current immediately following it; and thus a series of electric waves could be made to traverse the cable one after the other, several being in the act of passing onward at different points along the conductor at the same time.

A corporation known as the "Atlantic Telegraph Company" was formed in 1856, Cyrus W. Field leading in the movement. He early saw the value of Gisborne's concessions and determined to turn them to the fullest account. He knew by improving on the exclusive land rights already obtained in America he would place himself in the strongest possible position in regard to the big notion of an Atlantic cable. No sooner had he made up his mind to this effect than he set to work to accomplish the idea and very soon exclusive rights were obtained in his name for practically every important point in connection with the landing of an Atlantic cable on British North American territory. The period of these rights was 50 years, besides which he obtained various grants of land. At this time Mr. Field had assured himself of the strong position hoped for at the beginning and, although knowing nothing of the business of laying a submarine cable, yet he with his syndicate were so protected that they were capable of debarring competition for a considerable period of time.

About this time Mr. Field's syndicate was registered as the "New York, Newfoundland, and London Telegraph Company." Armed with his monopoly, Mr. Field was empowered by his associates to go to England to deal with the exclusive concessions possessed by the company for the

coast of Newfoundland and other rights in Nova Scotia. He had already been over before in connection with the Gulf of St. Lawrence cable, and had on that occasion met Mr. John Watkins Brett, who thereupon interested himself financially in the "Newfoundland Company." On Mr. Field's second mission, which was in July, 1856, he at once got into communication with Sir Charles Bright, who was known to be already making various preparations with a view of laying an Atlantic cable in connection with what was then known in England as the "Magnetic Telegraph System." On Sept. 26, 1856, an agreement was entered into between Messrs. Field, Brett and Bright, on the following terms:

"Mutually, and on equal terms we engage to exert ourselves for the purpose of forming a company for establishing and working of electric telegraphic communication, between Newfoundland and Ireland; such company to be called the "Atlantic Telegraph Company," or by such other name as the parties hereto shall jointly agree upon."

At this time Bright and Whitehouse had proved the possibility of signaling through such a length of wire as that involved in crossing the ocean. While the soundings showed great depths of water, yet it was only unfavorable in the sense of being far away.

As a result of persistent effort, both the governments concerned eventually came to recognize the importance of the undertaking and gave a subsidy in return for free transmission of their messages, but with the understanding that they must have priority rights.

The Atlantic Telegraph Company was registered in England on Oct. 20, 1856, and the 350,000 pounds decided on as the necessary capital for the work was then sought and obtained in unprecedented fashion.

There was no promotion money, no advertisements, no brokers, and no commissions; neither was there at that time any board of directors or executive officers.

It must not be supposed, because the capital was raised without much effort, that there was any lack of prejudice against the project. On the contrary, many proclaimed the undertaking a "mad scheme." The critics were many, and, with our present knowledge, it seems strange that many of those who predicted

a failure were men of scientific attainments and eminent engineers.

Railway Discipline in New York.

As a result of investigations of accidents on railways, the New York State Public Service Commission, Second District, has ordered each railway to furnish by February 1 the following papers and information, to wit:

1. Five copies of all printed rules for the operation of its road.

2. A statement showing for each of the following classes of employees engaged in the operation of its road, namely: (a) engineers, (b) firemen, (c) conductors, (d) trainmen, (e) flagmen, (f) brakemen, (g) switch tenders, (h) gatemen at crossings, (i) flagmen at crossings, (j) towermen, (k) telegraph operators, (l) train dispatchers, (m) any other employees engaged in operating trains; what examination or inquiry, if any, is made previous to their employment in or promotion to such positions as to their mental and physical capacity, experience and general fitness for the proposed employment.

3. A statement showing what steps are taken to require of each employee a competent knowledge of the operating rules governing his duties and conduct as such employee.—*Railway Age Gazette*.

Testing Operating Employees.

In order to ascertain the extent to which operating employees are complying with the rules of the company, the Pennsylvania Railroad Company, during the month of October, made efficiency tests covering 22,881 cases. The reports show that in 22,749 cases the employees obeyed the rules to the letter. Of these cases, 3,365 were tests of observance of block signals set in unexpected ways, and the percentage of observance was 99.1.

To ascertain the thoroughness with which employees observe emergency signals, such as fuses, torpedoes, etc., 3,357 trains were tested, and in 99.6 per cent of the cases the rules were obeyed perfectly. The other tests covered cases of train running ahead of schedule, and signalmen being on hand at the relieving hour. Special attention is being given to the latter subject in order to insure that the men shall obey the eight-hour law implicitly — *Railway World*.

Railroad Gleanings

Interstate Commerce Commission.

SYNOPSIS OF THE TWENTY-SECOND ANNUAL REPORT OF THE INTERSTATE COMMERCE COMMISSION, TRANSMITTED TO CONGRESS JANUARY 11, 1909.

RAILROAD EARNINGS FOR 1908.

The report states that the temporary financial depression from which the country is now emerging resulted in the diminution of railway revenues considerably below the high point reached in 1907, the banner year in American railroad history in respect of gross and net earnings, as well as volume of traffic, and that in several instances the necessity for placing railroad properties in the hands of receivers was wholly or partially due to the serious and unexpected decrease in earnings. In view, however, of the widely circulated reports that the loss inflicted upon the railroads was so severe as to warrant universal advances in rates or reduction in wages, or both, it is interesting to note that the gross earnings of all railroads for 1908, although \$164,464,941 less than the gross earnings for 1907, were \$98,875,470 in excess of the gross earnings for 1906 and \$342,158,231 in excess of those for 1905, and that the net earnings for 1908, although \$111,051,006 less than for 1907 and \$59,349,138 less than for 1906, were \$37,658,504 in excess of those for 1905. These figures indicate that whatever may have been the fact in individual cases, the railroads of the country, as a whole, did not suffer so severely in comparison with years of normal traffic and business conditions as may have generally been supposed. The recent change in accounting methods may affect to some extent the accuracy of these comparisons, but it is believed that the variations due to that cause did not materially alter the general result. It is pointed out that a continuing business depression could not be held to justify the maintenance of particular rates which are unreasonable in themselves or unduly discriminatory, since the right to equal treatment at reasonable rates does not depend upon the financial condition of the carrier.

THE HARRIMAN DECISION.

In *E. H. Harriman vs. Interstate Commerce Commission*, decided December 14, 1908, the Supreme Court of the United States held, reversing the decision of the circuit court, that the appellant could not be required to answer certain questions propounded to him by the Commission. This decision has a somewhat

important bearing upon the work of this body which Congress should understand.

The Commission had instituted upon its own motion an inquiry into railroad consolidations and combinations, which had been prosecuted with special reference to the operations of Mr. Harriman in connection with the Union Pacific, the Southern Pacific and allied interests. In the course of this investigation it came out that the Union Pacific, in which Mr. Harriman was the dominant factor, had purchased of the Chicago & Alton and Illinois Central certain very large blocks of stock, and he was asked whether he had a personal interest in the stocks of these companies purchased by the Union Pacific. It appeared what the price paid by the Union Pacific was, and Mr. Harriman was also asked in one instance to state, in case he owned any of the stock thus purchased by the Union Pacific, what price he had himself paid for the same. These questions he declined to answer, and in this refusal he is now sustained by the court.

This commission in administering this power of investigation, which it has assumed to exercise in the past, has repeatedly held that the private dealings of individuals in private matters could not be inquired into. It has, however, ruled that it might inquire to the fullest extent into the operations of railroads and the officers of railroads. The Union Pacific Railroad is not a private enterprise—it is a public servant, discharging, as the agent of the Government, a public function. Its stocks are worthless except as they derive value from the charges which are imposed upon the public for the rendering of this public service. In the opinion of this Commission, when Mr. Harriman assumes control of the Union Pacific Railroad he ceases to be a private individual to that extent and can no longer claim protection, which, as a private person engaged in a strictly private pursuit, he might insist upon. It was our opinion that he might properly be required to state whether as an individual he had sold to the Union Pacific, which he controlled, stocks belonging to himself, and if so, that he should further be required to state what profit he had individually made out of this transaction. If this gentleman is allowed to accumulate from the manipulation of these public agencies vast sums of money which must finally come from the body of the people, we think he is so far a trustee of the people that he can not object to stating the manner in which these accumulations have been made.

The Supreme Court, however, is of the contrary opinion, and the Commission can of course only suggest to Congress

that if there is to be any full investigation by the federal authorities of these financial dealings, some action must be taken by the Congress.

COMPLAINTS BEFORE THE COMMISSION.

During the year, 5194 complaints, formal and informal, have been filed with the Commission for consideration and action, relating to the rates and practices of substantially all railroads in the United States. The number of formal cases and investigations instituted during the year was 554, or an increase of 33½ per cent over the previous year. In 1908, 573 hearings and investigations of alleged violations of the act to regulate commerce have been had at Washington and at special sessions throughout the country. More than two-thirds of the informal complaints received by the Commission have been satisfactorily adjusted through correspondence without necessity for hearing or special investigation. It is a matter of satisfaction to be able to state that the Commission is now practically abreast of its work and that all complaints, whether formal or informal, are disposed of with such delay only as is inherent in the nature of the particular case, and that their determination is not seriously delayed by inability of the Commission to discharge with promptness the duties devolving upon it. In addition to an effective force, this result is believed to be due in large part to the more perfect unification and coordination of the several branches of the Commission's work. Attention is called to the radical difference between decisions of the courts and of this Commission, in that the ordinary court decision involves only the rights of the parties to the case, whereas any important readjustment of rates applies not only to complainant but also to all shippers under those rates, and frequently as a commercial necessity, to carriers who are not before the Commission in a particular case, and therefore the proper discharge of its duties by the Commission requires consideration, not only of the facts before it, but of the probable commercial effect of its orders upon communities, carriers, and shippers who are not represented in the particular case.

SUITS BY CARRIERS TO ANNUL ORDERS OF THE COMMISSION.

Previous to July 1, 1908, only a single suit had been filed to set aside an order of the Commission. It is, however, a significant fact that since that date 16 suits have been begun for that purpose, and few orders of important significance have been permitted to go without contest. The questions presented by these various suits are fundamental. The constitutionality of

the act itself is in issue. The right of Congress to delegate to any tribunal authority to establish an interstate rate is denied. Perhaps the most serious practical question concerns the right of the courts to review the orders of the Commission. If the contention of the carriers in this latter respect alone is sustained, but little progress has been made under the Hepburn amendment toward the effective regulation of interstate transportation charges.

In 12 of the 17 cases preliminary injunctions were prayed for, being granted in six and refused in six. It has been from the first well understood that the success of the present act as a regulating measure depended largely upon the facility with which temporary injunctions could be obtained. If a railroad company by mere allegation in its bill of complaint supported by *ex parte* affidavits, can overturn the result of days of patient investigation, no very satisfactory results can be expected. The railroad loses nothing by these proceedings, since if they fail it can only be required to establish the rate and to pay to shippers the difference between the higher rate collected and the rate which is finally held to be reasonable. In point of fact it usually profits, because it can seldom be required to return more than a fraction of the excess charges collected.

All these cases are proceeding under the expediting act. Several of them are before the Supreme Court of the United States for argument already, and the rest will be at once taken there. It is believed that the decisions of that court in these cases must go far toward determining the effectiveness of the present act; and, indeed, the possibility of any effective railway legislation under the present Constitution of the United States. The orders of the Commission which are at present the subject of such suits in court are summarized in the report.

RESTRAINT OF RATE ADVANCES PENDING PROCEEDINGS BEFORE THE COMMISSION.

In its last annual report attention was called to the fact that the Commission has no authority to restrain an advance in rates or to change a rule or regulation which imposes an additional burden. Railways may establish whatever interstate rates they choose. No proceeding can be begun before the Commission until the schedule establishing the rate has been filed. The order of the Commission when made cannot take effect in less than thirty days. If the investigation is to be one in reality as well as in name, if all parties are to be heard as they should be, several weeks, and usually several months, must elapse before a conclusion resulting

in an order can be reached. Meantime the rate established by the carrier remains in effect. No carrier should be required to reduce its rates without a fair hearing; neither, in the Commission's opinion, should the public be required to pay advanced rates without opportunity for a fair hearing. Attention is called to a case in which the Commission has recently held that a rule in Official Classification territory prohibiting the consolidation at carload rates of shipments belonging to different individuals is unlawful. The carriers secured from the circuit court an injunction suspending the order of the Commission during the pendency of a suit to determine its lawfulness. Carriers in Southern and Western Classification territory have not in the past prohibited such consolidation, but transcontinental lines have now filed tariffs establishing the same rule, effective January 1. The Commission is in receipt of earnest protests from shippers against such action. It is asserted that 80,000 shippers are affected by it, and that business conditions will be seriously interfered with. There is every reason why such a rule should not take effect until the Supreme Court of the United States has passed upon the lawfulness of the regulation. It ought not, in the opinion of the Commission, to be left to the grace of the carriers themselves to say whether such postponement shall or shall not be granted.

In several cases courts have granted injunctions against changes in rates pending proceedings before this Commission, but such injunctions have run only in favor of complainants, with the result that at the present time these carriers have established and are collecting one rate under their tariffs, and, under an order of court, are collecting another rate from parties to the proceeding. The jurisdiction of the courts to grant such injunctions is vigorously combated by the railways, and very difficult questions arise where the several carriers making up the through line are in the jurisdiction of different courts. As a practical matter, in such proceedings the small shipper who can not file bond to secure an injunction can not and does not continue in business under the higher rate. It would be easy to multiply instances and illustrations showing the confusion and discrimination which now exist in this respect. The Commission renews its recommendation of one year ago that it be given authority to restrain the advance of a rate or the change of a railway regulation or practice, pending the proceeding before it to determine the reasonableness of an advance or change, and it earnestly calls attention to the necessity for immediate action.

RAILWAY ACCIDENTS.

In the year ending June 30, 1908, there was a remarkable falling off in the number of casualties to both passengers and employees, due to some extent to diminished traffic on railroads generally. As appears from a summary published in the report, the number of passengers killed in train accidents was 165 in 1908, as compared with 410 in the previous year. There is also a gratifying decrease in the number of employees killed and injured. The number of employees killed in coupling accidents shows a reduction of 20 per cent from the previous yearly record.

Attention is called to the necessity of legislation authorizing an investigation, under direction of the Commission, of train accidents, for the purpose of obtaining light on the question of preventive measures for the future.

By the terms of an act approved May 30, 1908, it is made unlawful for any common carrier engaged in interstate or foreign commerce by railroads to use any locomotive in moving interstate or foreign traffic that is not equipped with an ashpan which can be dumped or emptied and cleaned without the necessity of any employee going under such locomotive, on and after the 1st day of January, 1910, and the Commission is charged with the duty of enforcing the provisions of this act. Numerous plans of inventions calculated to solve the difficulty involved in obtaining an efficient device applicable to all types of locomotives have been presented to the Commission and have been referred to its block signal and train control board for examination and report. It has been the view of the Commission that devices of this character come within the terms of the sundry civil act of the last session of the present Congress, being devised to promote the safety of railroad operation.

SAFETY APPLIANCES.

With the possible exception of power brakes the condition of safety appliances is steadily improving. It is not clearly understood why the maintenance of the brakes does not keep pace with progress of improvement of other detail of equipment, but it is probably attributable to the following situation: The sole requirement of the present law in regard to power brakes is that no train subject to the present act shall contain less than 75 per cent of cars equipped with power brakes in operative condition. Cars not exceeding 25 per cent of the total in the train may have their brake equipment "out out" of the connection, and no liability ensues to the carrier if the remaining brakes are sufficient to control the speed of the train. There is an imperative

need for regulation governing cars that are equipped with both hand and power brakes, operating in opposition to each other. Any action of Congress looking to this end will be of great and lasting value in promoting the safety of lives, limbs, and property.

The leading court decisions of the year bearing upon the safety-appliance law are discussed at length, and the conclusion is drawn that the law is now so well established that it is confidently believed that it will result at no distant date in carrying out to the fullest extent the views of Congress in its enactment. Each decision has tended the more strongly to fortify the Commission in its efforts for the enforcement of this law. During the present year there have been transmitted to the various United States attorneys 276 cases, involving 1,117 distinct violations of the safety-appliance law. The number of violations reported during the past twelve months is only about half of the number reported during the preceding year.

THE HOURS OF SERVICE LAW.

The federal hours of service law, which was approved March 4, 1907, became effective March 4, 1908, in accordance with its terms. Just prior to March 4, 1908, a number of carriers filed formal petitions asking the Commission to exercise the discretion conferred upon it to extend the effective date of the act in respect of telegraph and telephone operators, but such applications failed to establish the good cause prerequisite to the extension desired, and the petitions were in all instances denied.

A number of questions have arisen as to the proper interpretation of the act and with a view to explaining in so far as possible those features of the act which might be claimed to be ambiguous, the Commission has issued several administrative rulings.

In order to enforce the provisions of this act the Commission adopted the method of requiring railroads under oath to report every instance in which their employees had been on duty for longer periods than those prescribed by the statutes. Eleven carriers have instituted proceedings to restrain this effort of the Commission to enforce the law, and the pending suits have not yet been decided.

BLOCK SIGNAL AND TRAIN CONTROL BOARD.

The annual report of this board to the Commission will appear as an appendix to the Commission's report. The board has devoted its time mainly to the subject of automatic stops, because that is one on which knowledge is desired, whereas block signals are well known, and in dealing with automatic stops new and untried

devices have afforded the most extensive field for the reason that those which are in use are either not adapted for use on roads carrying miscellaneous traffic or have not been offered to the board for consideration. The board has examined descriptions of 371 inventions and alleged inventions, and has completed its report on about half of these. Very few of these proposed devices have been actually constructed, and only 12 plans, devices, or processes have been found by the board to be of sufficient merit to warrant it in giving them any encouragement. Of these four have been installed, or soon will be installed, for tests. As the behavior of the apparatus under severe winter conditions is one of the main points on which information is desired, no satisfactory report on the apparatus actually installed can be made until next spring. This board has indorsed the Commission's recommendation that legislation be enacted looking to the compulsory use of the block system. . . .

PROSECUTIONS—COURT DECISIONS.

The enforcement of the act by means of criminal prosecutions still continues to be necessary. This work has gone forward satisfactorily during the past year. Since December 1, 1906, 46 indictments for giving or receiving rebates have been returned in the various judicial districts of the country. In the same period 41 prosecutions were concluded, 24 by convictions or pleas of guilty in the trial courts, seven by convictions upon appeal, three by acquittal, one by quashing of an indictment by the court of appeals after conviction in the trial court, and six by entry of *nolle prosequi* before trial.

The Division of Prosecutions has also investigated many practices of carriers during the year which have been held not to be of sufficient gravity for prosecutions, but which being of doubtful propriety have been required to be corrected or discontinued.

Arrangements by which carriers farm out a portion of their duties to shippers generally result in discrimination. Under this heading may be placed the evils arising from private ownership of freight cars, the allowance paid by the carriers being frequently excessive. Elevators operated by shippers and furnishing a service covered by railroad tariffs usually result in more or less complete monopoly of the grain business passing through them. Lighterage arrangements when made between carriers and shippers are also means of discrimination. The ownership of cotton compresses by shippers and the treatment of their services as a railroad duty also works discrimination in the handling of cotton. Other like in-

stances might be given. It is sufficient to say, however, that any use by carriers of instrumentalities owned by shippers in the performance of their obligations to other shippers usually results to the unlawful advantage of the owners of such instrumentalities.

The decisions of the courts during the year just passed have, with two or three exceptions, served to strengthen the law against discriminations.

The ruling of the circuit court of appeals of the third circuit that the commodities clause of the act is unconstitutional has served to embarrass and delay the fight against discrimination. A considerable number of carriers are owners of and dealers in commodities carried by them. Such carriers succeed in practically every case in monopolizing or at least dominating the markets in which they deal. The commodities clause by compelling carriers to confine themselves to the transportation business promises to give many shippers freedom from discrimination.

PHYSICAL VALUATION OF RAILWAY PROPERTY.

The Commission has in previous reports expressed the opinion that it would be wise for Congress to make provision for a physical valuation of railway property, and discusses at some length the various reasons which induce it to reaffirm its confidence in the wisdom of such a measure. Without making any specific recommendation, the report discusses the means of proper regulation of railway capitalization, and the Commission begs this opportunity of expressing to Congress its judgment that some adequate method of federal control over railway capitalization is required by the interests involved.

STATISTICS.

The report has in past years included a statement of the operating revenues and operating expenses of railways for the fiscal year ending June 30 immediately preceding its date of issue, such statement having been compiled from the annual reports of the carriers in advance of their final compilation. The Bureau of Statistics and Accounts has this year substituted for such a preliminary report a compilation based upon monthly reports of revenues and expenses received for the 12 months ending June 30, 1908. This report shows that on a basis of average mileage operated during the year of 226,121 miles, the freight revenue was \$1,665,119,842, passenger revenue \$566,906,109, all other revenue from transportation \$167,878,795, revenue from operations other than transportation \$24,687,982, making total operating revenues \$2,424,640,637, or \$10,722 per mile of line.

The total operating expenses were \$1,695,101,879, or \$7,496 per mile of line, leaving the net operating revenue \$729,538,758, or \$3,226 per mile of line. Deducting from the net operating revenue taxes in the sum of \$83,860,516, the net operating income for the year ended June 30, 1908, was \$645,678,242 for the entire mileage, or \$2,855 per mile of line. The ratio of operating expenses to earnings as shown by this report was 69.91 per cent.

Detailed account of accidents appears in the following:

ACCIDENT BULLETIN NO. 28.

Accident Bulletin No. 28, recently issued by the Commission, shows a gratifying decrease in the number of railroad casualties for the quarter ended June 30, 1908, and for the year ended at the same time. For the year the bulletin shows the total number of casualties to have been 72,753, including 3,764 killed and 68,989 injured, a decrease in the total number of 4,633, including 1,236 killed and 3,297 injured, as compared with the annual report of the fiscal year 1907.

During the three months ending June 30, 1908, the total number of casualties were 13,689, or 591 killed and 13,098 injured; being a decrease of 1,752 in the total number reported in the preceding three months. These figures only include accidents to passengers and employees while actually on duty on or about trains.

This bulletin covers the quarterly period ending with the nine months of the general depression in traffic. This depression which diminished the number of freight trains run and caused the dismissal of many railroad employees showed itself in some degree in the quarter ending December 31, 1907.

The preceding bulletin showed gratifying reductions in the number of casualties in all the different classes, the number of persons (passengers and employees) killed in train accidents being the smallest reported since the monthly records were established. In the present bulletin the improvement is carried still further. The number of passengers killed in train accidents (13) is the smallest ever reported in the quarterly records, the lowest previous record (18) being for the quarter ending June 30, 1902.

The total number of collisions and derailments in the quarter now under review was 2,130, or 820 collisions and 1,310 derailments, of which 130 collisions and 198 derailments affected passenger trains. The total damage to cars, engines, and roadway by these accidents amounted to \$1,617,398. This shows a decrease of 502 in the total number of collisions and derailments as compared with the num-

ber reported in the preceding three months.

From the figures shown in the present bulletin it will be seen that the number of passengers killed in train accidents is less than half as large as it was in the year before; and it is only a little over half the average for the preceding three years. The total of passengers and employees killed in train accidents equals only 68 per cent of the previous record.

In this connection it is proper to say that the beneficent effects of the safety appliance laws which have been passed by Congress, and which have within the past few years been greatly strengthened by decisions of the federal courts, continue to evidence themselves.—*Railway World*.

P. H. Morrissey in a New Field.

P. H. Morrissey, Grand Master of the Brotherhood of Railroad Trainmen, tendered his resignation, effective January 1, to accept office with the American Railroad Employees' and Investors' Association, and issued the following very interesting letter to the members of the B. of R. T.:

CLEVELAND, O., Dec. 15, 1908.

To the Brotherhood:

The October circular contained the information that I would resign my position as Grand Master of the Brotherhood, to become president of the American Railroad Employees' and Investors' Association.

My decision to make this change



P. H. MORRISSEY.

followed a careful study of the whole matter. I am not, as some have intimated, dissatisfied with my salary, nor am I out of sympathy with the Brotherhood. Other considerations influenced me to give up the work in which I have been so long engaged to enter a new and untried field.

At the close of December I will have been 19 years in office, and in order to more fully convey to the membership how long and intimately I have been identified with our Brotherhood's affairs, I feel that I may be pardoned for referring briefly to my connection with it.

I joined the Brotherhood of Railroad Brakemen, February 8, 1885, as a charter member of Lodge No. 62, Bloomington, Ill. I was the first secretary of that lodge, and attended as its delegate the second annual convention of the Brotherhood in October of that year. In 1886 I accepted a position as clerk in the Grand Lodge office at Galesburg, Ill., and continued in that capacity for about three years, when I returned to the railway service at Bloomington. During my clerkship I attended, as an assistant to the Grand Lodge officers, the third annual convention at San Antonio, Texas, in October, 1886, the fourth annual convention at Binghamton, N. Y., in October, 1887, and the fifth annual convention at Columbus, O., in October, 1888. I represented my lodge as delegate at the sixth annual convention at St. Paul, Minn., in October, 1889, and was there elected to the position of First Vice-Grand Master, assuming its duties January 1, 1890. I was re-elected to that position at the first special convention held at Galesburg, Ill., in October, 1891, and at the first biennial convention held at Boston, Mass., in October, 1893. At the second biennial convention at Galesburg, in May, 1895, I was elected to the office of Grand Master, assuming the duties August 1, 1895. Since then I have been unanimously re-elected to the position at each of the following conventions: Toronto, Ont., 1897; New Orleans, La., 1899; Milwaukee, Wis., 1901; Denver, Colo., 1903; Buffalo, N. Y., 1905, and Atlanta, Ga., 1907, no candidate having opposed me and never a vote having been cast against me. This constitutes a service of three years as clerk, five years and seven months as First Vice-Grand Master, and thirteen years and five months as Grand Master; in all, twenty-two years in Brotherhood employment. This is a long time to have been "on the pay-roll," and as sooner or later circumstances ought to suggest my retirement, it was thought that there was no better time than the present.

What I may have accomplished for the organization while in its official service

will be found in the reports to the conventions or otherwise written into its records. How that service may be regarded by the members of today or how it may be viewed by the historians of the future I leave to others to tell. I simply content myself with the consciousness that I always did the very best I could and strived to advance the organization and promote the interests of its members in every legitimate way.

During this period our Brotherhood has grown in strength, intelligence and influence, and has come to be recognized as a type of the most progressive and responsible of the organizations in the labor movement in the United States and Canada. It has been a blessing to the railroad employees of this country and has always been found in the front rank as the champion and protector of their rights. While Grand Master I have had the confidence, co-operation and support of my associate Grand Lodge officers and assistants, as well as of the individual members, to an unusual degree, and if I have attained any success at all it is largely due to this fact, for without their co-operation and assistance the Brotherhood could not be what it is today. I accord to each of them full credit for what they have done and ask only a just portion for myself.

The Brotherhood is today in good condition. Its policies and laws have the approval of its members generally. It has the confidence of the railway officials who deal with it, because it has proven to them that it is a responsible organization—one that will keep its word, and its methods are otherwise such as to command public approbation and respect. It has developed, as changing industrial conditions required, from a crude and imperfectly organized state to a high and broad plane of perfection—so much so that in the last general upward wage movement in this country it dealt comprehensively and effectively as the representative of its members on one hundred and fifteen thousand miles of railway at one and the same time. It has accomplished what many a similar organization has failed to do—combine the elements of strength, reason and justice.

Its insurance department, which is a very important feature, is on a sound and appreciating basis, and its entire financial and business organization has been perfected to a very satisfactory standard.

It has encouraged a high standard of co-operation between the different organizations in the train service and is today on a friendly basis with all of them. It has kept in touch with the labor movement in general and stands squarely for its principles.

With such a condition of affairs, my leaving the position of Grand Master can have but little effect, if it could have effect at all at any time. Since I have announced my intention to resign I have received a good many communications from individual members, lodges, officers and general committeemen, expressing regret at my going. A number of them have asked me to reconsider the matter, and these requests, while indicating a friendliness and appreciation of my work, of which I am deeply sensible, I have felt constrained to decline. Some have suggested that the next convention would pay me as much salary as the new Association could pay me. As before stated, it was not merely a matter of salary which moved me to make the change. My salary with the Association has not been fixed, although I have assurance that it will be considerably more than the Brotherhood is paying me. I have always been satisfied with my compensation in the Brotherhood. The conventions have treated me liberally in that respect, and the earnest approval accorded my efforts by the delegates has been a greater satisfaction to me than any salary they could have given me.

During my official service, I have traveled upwards of 800,000 miles and have been connected with many important affairs that meant much for the weal or woe of the organization and its members. I have had during these years but little enjoyment of home life, for the exactions of the office are imperative, and when there is work to be done of a vital or important nature, all personal comforts or home relations must be subordinated. In addition to this the detail and routine work of the office have grown steadily and draw heavily on one's energies. Still, with all of this, the work has been to me a labor of love and of sympathy, inspired by the sentiment that our cause was praiseworthy and making for the betterment of men.

I am not out of sympathy with the things for which our Brotherhood stands or for which it aspires, and although I may terminate my official relation to the organization I do not change my convictions one iota regarding it. It will always have my best wishes. The impressions made on me as a result of my association with the Brotherhood are irremovably connected with my life. It was the pride of my young manhood and I have been responsive to its every hope and every ambition in the years that have followed. It is not without some heartburnings that I now sever such relations and know that I am no longer to be the servant and counsellor for so many good men. And while this is to be, there remains the

satisfaction of still having the friendship and confidence of thousands of these men, which, no matter where my path may lead, I will treasure as long as life will last.

The line of succession prescribed by our constitution provides that the Assistant Grand Master, Brother W. G. Lee, will fill the vacancy caused by my resignation and will assume the duties of Grand Master on January 1, 1909, and serve out the unexpired term. I feel certain in turning over the office to Brother Lee, that he will meet its responsibilities and fulfill its important duties with credit to himself and satisfaction to the Brotherhood. We have been associated officially for a good many years, and I have watched him develop along with the organization



W. G. LEE.

and I predict that he will prove himself capable of discharging the highest obligation that the office may impose. I bespeak for him the earnest and unqualified co-operation of his associate officers and assistants and the membership generally, and I am sure that if they will render it to him as unstintingly as they have always given it to me he will make as good a record in the office as any of his predecessors.

I acknowledge with gratitude the cordial support and co-operation of Grand Secretary and Treasurer King. In our official association we have jointly had the direction and supervision of millions of the Brotherhood's funds and have had large financial responsibilities in other ways. I have always found him on the square and ready and willing to go along

with me on any proposition that was for the advancement of the Brotherhood.

As much can be said for the Board of Grand Trustees, Brothers Hurlbut, Belnap and Dougherty.

I appreciate, too, the deference shown and willing assistance given me by Vice-Grand Masters Dodge, Fitzpatrick, Newman, Murdock and Whitney. They deserve well at the hands of the Brotherhood for their constancy.

To Brother D. L. Cease, editor and manager of *The Trainman*, I am deeply indebted, for in all the years of my official connection with the Brotherhood he has been my warm personal friend and counsellor and has rendered the organization a service the value of which can never be estimated. I consider him one of the ablest students and writers of the day on labor and economic questions. His services are indispensable.

To my chief clerk, Brother M. J. Murphy, and to each and every employee at headquarters, I am deeply grateful for kind, personal consideration and loyal and efficient service. And now as to The American Railroad Employees' and Investors' Association.

THE AMERICAN RAILROAD EMPLOYEES' AND INVESTORS' ASSOCIATION.

In order to clear up misunderstandings and misstatements in regard to the purposes of The American Railroad Employees' and Investors' Association, with which I am to be identified after January 1, 1909, I think it proper to say something of its objects as well as the conditions which suggested its formation. The following is its declaration of principles:

"Its purpose shall be, by all lawful methods, to cultivate and maintain between its members such a spirit of mutual interest and such concern on the part of all of them for the welfare and prosperity of American railroads as will best promote their successful and profitable operation, for the benefit alike of their employees, investors and the public.

"To encourage by every proper method, cordial and friendly feeling on the part of the public toward American railroads and their business.

"To publicly provide means and methods for obtaining consideration and hearing from all legislative bodies and commissions empowered to enact laws, rules and regulations affecting the conduct and operation of railroads.

"To do whatever lawful things may be necessary in order to secure a fair return alike to capital and to labor invested in American railroads with due regard at all times to efficient service, fair treatment and safety to the public.

"This Association shall at no time be

used for partisan political purposes, nor shall it take any part in controversies, if any, which may arise between employees and railroad officials.

"Its membership shall consist of representatives of railroad employees and investors; and

"The by-laws of the Association shall make provision that each of the interests represented in the Association shall have an equal voice in the conduct of its affairs."

This is eminently fair to all. The combining of the two interests in an organization for the purposes stated is but the crystallization of sentiments often expressed by employer and employee. Expressions similar in sentiment have been made on authority of our Brotherhood and other organizations of railway labor long before the idea of the Association was ever conceived. The Association has been founded on the basis that there is a mutuality of interests between the employees and the investors; that each is entitled to a fair return from the earnings of the properties—the employees in fair wages and proper working conditions for their labor and energies, the stockholders in dividends for their legitimate investments. Given a condition whereby the railways can operate profitably, both employees and investors will participate in the profits, the one in good wages and working conditions, the other in equitable dividends; but if from any cause the earnings are endangered, then both interests suffer, the employees usually more than the investors. Here, then, is where the need of co-operation between the two appears. They may differ and even quarrel as to the relative proportions due them from earnings, but there should be no difference between them as to their joint and natural resistance to agencies that are constantly at work to unjustly reduce rates and otherwise impose requirements that in the end operate to limit earnings to such a degree that all interested in railroading are made to feel their effects.

There are associations of commerce, combinations of shippers, manufacturers' associations, and many others of the kind, all organized to promote their special interests and all striving to secure advantage through reduced charges or other requirements by legislation, orders of commission, or other regulative state and national bodies. At times these special interests' claims are disguised as reflecting "public sentiment," and here is where they are joined by a certain type of politician, the burden of whose song is, "Hit the railroads and hurt the rich," on the basis that every time they cut a chunk of prosperity out of the railways they are injuring some corporation or capitalist

that the public is supposed to hate. There are estimated to be from one and one-half millions to one and three-quarter millions (varying according to the fluctuations of business) of persons employed on the railways of the United States and dependent for their livelihood and that of their families on the "wages of labor."

It doesn't require much study of economics to reason it out that if the railways are permitted to operate profitably (of course, with regard to the rights of the public), the employees should have their just share of the profits, but if the opposite conditions obtain and by legislative or other restrictive methods earnings are reduced and operations limited, the employees are bound to be sufferers. The best paid wages of the railway employees of this country are none too high—in many instances they are not what they should be, so that if we as railway employees expect to hold our own, to say nothing of bettering our condition, it behooves us to wake up and take notice of the things that are going on around us and which, if continued, will sooner or later have a vital effect on our employment. For every dollar earned by the railway, approximately 67 cents goes to labor, and it ought not to be difficult to understand that of every dollar taken from the railroads by any combination of the forces at work against them a proportionate amount is taken from labor, because there is no other place from which it can come. The industrial trend of our day is toward co-operation wherever a mutual interest appears or wherever the need of mutual protection is apparent. That is why we must get together. The idea is not a new one. As before stated, the principle on which the new association is founded has already been approved by our Brotherhood and by every organization in the service excepting those that proceed on the theory that there is a class struggle, a natural antagonism between employer and employee. We stand for the general welfare, but we do not think it fair nor do we intend to submit to the policy that all other interests shall prosper at the expense of the railway, the one with which our employment and prosperity are inseparably associated.

The Association will not oppose or invade the jurisdiction of the established organizations of railway employees, nor will it interfere in any way with their legitimate affairs. On the contrary, it will seek their co-operation and that of every other employee in railway service. It is my hope that as its influence in its purpose to secure a square deal is felt, as it surely will be, it will make for a closer relation between the railways and their em-

employees and eventually a better appreciation of the employees' services. All of its transactions will be open and above-board, and by virtue of the provisions contained in its declaration of principles whereby the representatives of the employees will have equal voice with representatives of investors in its conduct, it is assured that its policy will at no time be made inimical to the interests of the employees. It will endeavor at all times to create a favorable sentiment on the part of the public toward the railways, and with this accomplished the employees will benefit just as our members have benefited by public approval of the purposes and work of our organization. As it contemplates the mutual good of both employees and investors, and as each will have an equal voice in its management, it is also arranged that each shall share in the cost of its maintenance.

Information regarding the association and details as to organization, etc., will be made public shortly after the beginning of the new year, and when its purposes are thoroughly understood we expect to enlist the co-operation of every railway employee in the United States who is in accord with its principles in active support of the movement.

Faternally,
P. H. MORRISSEY.

Interstate Commerce Rules to Apply.

The President's attention being called to the fact that the equipment used upon the railroads in the Canal Zone and in navy yards, arsenals, etc., is not properly applied, issued the following

EXECUTIVE ORDER.

Under authority vested in me by law, it is ordered:

1. The requirements of the Act of Congress, relating to the use on trains of certain described and approved driving-wheel and train brakes, couplers, handholds, and drawbars of required height for freight cars, approved March 2, 1893 (contained in 27 Statutes at Large, page 531) and known as "an act to promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous

brakes and their locomotives with driving-wheel brakes, and for other purposes," as amended by an Act approved April 1, 1896 (contained in 29 Statutes at Large, page 85), and as amended by an Act approved March 2, 1903 (contained in 33 Statutes at Large, page 943), shall be extended to apply to that Zone in the Republic of Panama mentioned and described in Section 2 of the Act of Congress dated June 28, 1902, and entitled "An Act to provide for the construction of a canal connecting the waters of the Atlantic and Pacific oceans," and commonly known as the "Canal Zone."

2. The various appliances for the protection of trainmen on freight train cars, with reference to running boards, ladders, sill steps, roof handholds, and the position of brake shafts, as designated in the existing standards of the Master Car Builders' Association in the United States, shall be used by all carriers in the aforementioned Canal Zone.

3. The equipment and appliances required to be used in sections 1 and 2 of this order shall be constantly and at all times maintained in good and working order, by any and all railroads engaged in the business of a common carrier and operating in the aforementioned Canal Zone.

4. In particular, sections 1, 2 and 3 of this order shall be carefully observed and obeyed by the Panama Railroad, a carrier operating in the said Canal Zone.

5. All railroads operated and cars used by the Government of the United States within navy yards, arsenals, military reservations, government wharves, and any and all other territories under the jurisdiction of the United States, shall be equipped with the safety appliances required in the Safety Appliance Acts mentioned and described in section 1 of this order, and in the codes of rules mentioned and described in section 2 of this order; and said equipment and appliances shall at all times be maintained in good and working order.

6. This order shall take effect not later than six months from the date of the promulgation thereof.

THEODORE ROOSEVELT,
The White House, January 6, 1909.

The Journal

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CHARLES H. SALMONS, - Editor and Manager

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Advertising Department.

All correspondence relating to advertising in this JOURNAL should be addressed to W. N. GATES, 409 Garfield Building, Cleveland, O.



FEBRUARY, 1909.

Erring Doctors.

Our compliments to Dr. R. W. Corwin, the railroad surgeon who gave as the cause of railroad wrecks railroad men's love of women, drink and gambling, while we call attention to proposed legislation in Pennsylvania for the "gone wrong" doctors, possibly not of the Corwin kind—we do not pretend to know that he would come under the ban of the law—but every one that keeps any track of events, and knows the inner workings of various sanitariums, knows that there is need of Pennsylvania's proposed law in every State in the Union in the interest of *safety to the public*.

The Bill, we are informed, was prepared by a committee of eminent physicians who, as a matter of course, are not addicted to the use of mind-muddling decoctions, and know the needs of those who are addicted to them, as well as the danger to the public who need medical

care, who may call one of these dope fiends with dire result to all but the undertaker; and we commend this Pennsylvania proposition to Doctor Corwin, so that if he has another spell when his liver is working badly he can turn his attention to men of his own profession who do things that endanger the public as well as destroy their own mental powers and usefulness as good citizens.

The Bill covers educational and test features and other presumed needed safeguards for granting diplomas, but we will only quote that portion which fixes a penalty for unprofessional things which endanger or corrupt the public:

This Bill, says the *Philadelphia Inquirer*, contains, as its leading features, provisions designed to work reform in the ranks of the doctors themselves.

In its stipulations bearing upon alcohol and drug addiction on the part of physicians, the bill furnishes a graded penalty.

First, in the case of doctors who have become a prey to these habits, license to practice is to be suspended by the State. Then the afflicted doctors are to be subjected to treatment. After they have been pronounced cured by competent medical authority, their licenses are to be restored. Then should they lapse into their former practices, their licenses are to be unalterably revoked.

Absolute revocation of license is also provided by the Bill for all doctors who may be found guilty of malpractice in any of its forms, and for those who may have been convicted of felony.

We do not wish to be understood as casting reflections upon physicians as a class, nor do we contend that there are none among engineers who do not come up to the correct standard of moral ethics. We do not believe there is any class that does not contain some black sheep. But Dr. Corwin made a wholesale charge against the morals of the engineer, and gave it as the cause for wrecks and disaster to the public, and we commend the above to him and trust when he has an occasion to tell the public what he knows, that he explain the necessity for the proposed law in the state of Pennsylvania.

Bro. P. H. Morrissey in a New Field.

The resignation of Brother Morrissey as the head of the Brotherhood of Railroad Trainmen, to accept a position in another field, marks the close of nearly 19 years as an official, of which Brother Morrissey and the organization he represented may well be proud. Starting almost with the inception of the Order as a member, his abilities were immediately recognized and, step by step, he moved up in the estimation of his associates, and in official place until in May, 1895, he was elected to the position of Grand Master, in which position he has demonstrated that he possessed extraordinary talents as an organizer, and the Order under his guidance became numerically the largest organization in the train service of our railroads, and a great power for the good of its members; in building up this splendid organization, largely due to his personality, the largest degree of good will of the other organizations has been with him and his organization.

To have been unanimously reelected as Grand Master six consecutive times without opposition is a eulogy that defies a word-picture, unless we were to fully describe the meeting in Cleveland when the final act was performed which transferred the mantle of authority as Grand Master to his worthy successor, Bro. W. G. Lee, who was elected to succeed Brother Morrissey as First Vice-Grand Master, in May, 1895, when Brother Morrissey was elected as Grand Master, at a time when the organization was in a precarious condition and its future in grave doubt; and the pleasing results of the great work of both Morrissey and Lee must be gratifying to them, as it surely must be to the great membership of the Order.

The association all these years of the real constructive period of the Order ought to give confidence of the stability of the Order and continuance of its past wise policy in the future under the guidance of the new Grand Master; and we trust that the very pleasant relations always existing between the B. of R. T. and B. of L. E. during Brother Morris-

sey's administration will continue indefinitely with Brother Lee guiding the destinies of that organization.

With regard to the American Railroad Employees' and Investors' Association, of which Brother Morrissey is President, there is much being said to cast a doubt upon the honesty of the movement, not from any knowledge of fact as to results; but every new movement, however needful, is confronted with many of the skeptical who having had nothing to do with its promotion, find it easy to cast reflection upon every movement emanating from those in control of vested capital, even though they are employed by it and are vitally interested in its success, which means ability to pay good wages if successful, or mean condition otherwise. Even Brother Morrissey's honesty of purpose is questioned, and mutuality of interest between the employer and employee or capital invested and workmen who serve it is scouted by some who can see little good in the other fellow, whatever his position in the world of finance or work; but that does not change the fact that there is a mutual benefit where there is good business, reasonable profits, and steady work because of it, and he who would deny this to his employer, whether he be an individual or corporation, deserves little at the hands of either.

What we want is a return of prosperity to the railroads, and we ought to be willing to do our share toward bringing it about; with it here and work for all, our own organizations will take care that those who perform the service in conducting transportation shall get reasonable treatment and a reasonable share in salaries.

We do not believe a good reason can be given why we, as great bodies of men who are employed by the railroads, should not lend our influence to enlighten public sentiment into more liberal treatment of these great arteries of trade and commerce which, liberally treated, fosters enterprise in every corner of our country; and unduly restricted until rigid retrenchment becomes necessary, commerce becomes dwarfed, and in which the railroad employee is the largest sufferer.

Brother Morrissey has explained the objects of the association on another page 154, and Bro. Morrissey deserves the confidence of every railroad employee, whatever his station, and it is time to condemn the new mutual association and Brother Morrissey with it when it has done something to deserve it. In the meantime we should render assistance to it, so that we, as employees, shall enjoy better conditions for ourselves and still be consistent in our demands for the betterments deserved in our dangerous avocations. There is nothing in it to interfere with organized labor.

Our Courts: Injunctions; Personal Bias.

We believe that the people of no other country have greater reverence for law than do the people of the United States, but he who sits in judgment on his fellow-man must dignify his position with justice and equity, confining himself to law as he finds it without distinction of persons or class, poverty or wealth; and this presents many difficulties to men of strong bias who may, perchance, occupy a judicial place and who expect and many times demand that the court be honored with the confidence of the people. They have that confidence when they deserve it, but never when it becomes necessary to demand it.

This is a free country in a larger sense than in any other, in which divine right and superstitious awe find little place, and people are not afraid to give expression to their disapproval, even of judges of courts, when they deviate from the judicial path into realms of personal spleen and bias in defining law.

Charles Sumner, on the floor of Congress in the '60s, said:

"Let me here say that I hold judges, and especially the Supreme Court of the country, in much respect, but I am too familiar with the history of judicial proceedings to regard them with any superstitious reverence. Judges are but men, and in all ages have shown a full share of frailty. Alas! alas! the worst crimes of history have been perpetrated under their sanction. The blood of martyrs and of patriots crying from the ground summons them to judgment."

This just criticism shall apply only where it is deserved and, with the above truth in mind, the courts still hold the highest place in the affairs of our nation, and judges and justices in the various courts are held in high esteem until they deviate from the judicial path which commands it; and the injunction offers the widest field for injecting personality into the courts and, in consequence, is becoming a national question with the great mass prescribed against in one-sided injunctions, always in the interest of capital or property, with human rights left out of the courts' consideration.

We are not going into the question of the right to enjoin Messrs. Gompers, Mitchell and Morrison, of the Federation of Labor, but quote from it because Justice Wright furnishes the best possible evidence of personal bias and to such an extent that there is no further need of evidence that a law should be passed by Congress forbidding the issuing of injunctions on ex parte evidence in labor troubles, and proves that both sides to the controversy should be heard before an injunction is granted. It would require 10 pages of the JOURNAL to give Justice Wright's decision in full, ending with the sentence of one year, nine months, and six months imprisonment for Messrs. Gompers, Mitchell and Morrison.

In dealing with the question of freedom of speech, he says:

"The Constitution nowhere confers a right to speak, to print, or publish; it guarantees only that in so far as the Federal Government is concerned its Congress shall not abridge it, and leaves the subject to the several States, where it belongs."

If the Government does not abridge free speech or freedom of the press, why is there not freedom of both speech and the press in connection with controversies which come under Congressional law in which the States had no part in making?

Justice Wright concludes that "Whatever in writing, print or speech violates a legal right of another is unlawful." As labor has no standing in court because labor has not yet united to have it written in, of course, the legal right of

another applies only to property rights, the employer or manufacturer.

In discussing the injunction, Justice Wright says:

"When with the parties to this case in attendance, their dispute heard, and the status of the subject of the controversy examined into, the inhibitory process of this tribunal issued forth, it was the law's command to stand, hands off, until justice for this matter can be ascertained.

"Yet everywhere, all over, within the court and out, utter rampant, insolent defiance is heralded and proclaimed; unrefined insult, coarse affront, vulgar indignity measures the litigant's conception of the tribunal's due wherein his cause still pends."

Now, after that, we think Justice Wright ought to be enjoined from lowering the dignity of the bench; but that is not the worst—in what follows he leads Van Cleve:

"It is written in this record that the labor unions and their officers meddle into a member's daily affairs deeper than does the law; restrict him in matters that the law leaves free; and then so continually crowd their authority upon his attention that insensibly he comes to regard them as of control in his affairs; the fact that he regards them as authority leads him to heed them because of his readiness to yield to authority; his very respect for authority assumes that all authority is respectable, and so upon them he relies, by them he is led.

"What knows the worker in Texas, Florida, Maine and Oregon of the merits of the original controversy of 86 metal polishers in Missouri? What knows he of the refined distinctions about "boy-cott," "conspiracy," "injunctions" and the "voidness for want of jurisdiction," of judicial decrees? In respect of each of these and of the original controversies, he has been betrayed, hoodwinked into the stand of an enemy of law and of social order. Announcing freedom to purchase what and where one will, they deny that right to him himself; proclaiming the right of all men to labor, they restrict it to the holders of a union "card;" declaring the right to enjoy full earning capacity, they limit his daily earnings to a stated sum.

"Says the authority of law, 'I lead you by the truth;' says the other, 'I lead you by a lie.' Says one, 'I stand for the obligations of contracts, including yours;' the other, 'I throw down contracts, even though yours.' Says one, 'I am for law;' the other, 'I unlaw.'"

With such utterances as these from the bench, is it any wonder that laboring men want some restrictions placed upon the privileges of judges who go so far out of their way, not only to favor one class at the expense of the other, but to vilify them in speech extremely unbecoming the dignity that belongs to our Supreme Courts, a dignity that must be maintained if the courts are to be honored with public confidence?

President Van Cleve, of the National Manufacturers' Association, says in their January *American Industries* that:

"Attempts are made to pass the Anti-Injunction Bill and to push the Amended Sherman Anti-Trust Bill." These are both labor bills, and of course the Manufacturers' Association is opposing them with both money and lobby. They say they raised their big fund to 'educate the people regarding the duties which employers and workers owe to each other and to the community.'"

But the friendliness of their President is evidenced in the following, which we do not believe will find favorable response with the next President. He says:

"I have reasons to believe that Mr. Taft will give us a progressive, sane American administration, which Democrats, as well as Republicans, will applaud. It will countenance no instigators of class distinctions or promoters of class jealousies or class hatreds. *It will give no quarter to the demand for the creation of any favored order of law-breakers in the community. Unless I am very much mistaken, no demagogue or criminal will be allowed to cross the threshold of the White House during President Taft's occupancy.*"

This is a direct reflection upon President Roosevelt, as it is upon the representatives of organized labor who were always treated with courtesy, and whom the President did much for; but we do not believe the President will lose any sleep over it, nor will it deter leaders of organized labor from taking advantage of the reasonable courtesy we believe will be shown them. The language of President Van Cleve and of Justice Wright possesses a similarity in vindictiveness that we believe justifies the thought that the justice has been trying to please the Manufacturers' Association more than he has to maintain the dignity of the court.

Links.

THE members of Div. 756, Pedro Miguel, Canal Zone, have received a great many inquiries from Brothers in the States regarding employment on the Isthmus of Panama. In reply to these inquiries we are taking this method of answering. The work on the Isthmian Canal and Panama Railroad has now reached the stage where the maximum force of engineers is employed. There have not been any requests for additional engineers and there are not likely to be any for some time to come.

All men employed as engineers must first receive an appointment through the Washington office of the Isthmian Canal Commissioner, be promoted from hostlers, of whom there are about forty employed. The hostlers receive their appointments the same way and must be engineers of experience or firemen of more than three years' experience.

We desire to impress upon Brothers contemplating coming to the Isthmus seeking employment to under no circumstances come to the Isthmus without first having received an appointment, as expenses here for other than government employees are very high.

The members of Div. 756 will always be found ready to do all in their power to assist any Brother, but we are writing this to clear up a rumor that seems to be prevalent in the States that all a Brother has to do is to come to Panama to immediately secure employment at a high rate of wages. Such is not the case and we do not want any Brother to pay his fare here and then be disappointed.

Div. 756 is doing fine and we do not think the Brotherhood at large will ever regret granting Charter 756.

Fraternally yours,

LON B. SWEARINGEN, F.A.E. Div. 756

BRO. P. SORENSON, member of Div. 222, Salt Lake City, Utah, has been appointed traveling engineer with jurisdiction over the Utah and Montana divisions of the Oregon Short Line.

While we regret to lose Brother Sorenson as our chairman of Local Committee of Adjustment, he may rest assured that

we will give him our best support in his new position.

CHAS. A. STANDROD, Div. 222.

BRO. J. D. HARRELL, for many years a member of the G. C. of A. of the I. C. system, the latter part of which he acted as general secretary of that body, has been promoted to the position of traveling engineer of the Louisiana division of the I. C. R. R., with headquarters at McComb, Miss. His many friends will be glad to hear of his advancement.

A. M. STEWART.

BRO. WILLIAM SCOTT, of B. L. E. Div. 501, Chickasha, Okla., has been appointed fuel inspector to the southern district, C. R. I. & P. R. R. with headquarters at Fort Worth. We are pleased to know of Bro. Scott's promotion and all the members in general wish him success in his field of labor.

H. T. TRUE, Div. 523.

We are in receipt of a copy of the proceedings of the Traveling Engineers' Association which covers the discussion of various subjects relating to transportation matters. As we have had some inquiries for them we would advise that copies can be had bound in cloth binding at \$1.50; paper covers, at \$1.00. Address W. O. Thompson, Sec., care N. Y. C. shops, Buffalo, N. Y.

ON page 19, January JOURNAL, appears a picture of a train with Bro. Lyman Shorter as engineer and Bro. Espey De Laney as fireman. It should have been Bro. Peter Hartz, fireman, member of Lodge 879, B. of L. F. The picture was sent in by Bro. De Laney.

BRO. HARRY SANTEE, member of Div. 380, running on the east end of the Buffalo division of the Lehigh Valley, has been promoted to assistant road foreman of engines, his territory comprising the entire east end of the Buffalo division and Sayre yard.

Bro. Joseph H. Bush has also been promoted to the office of assistant road foreman of engines, his district to take in

what is known as the west end of the Wyoming division, or that part of the Lehigh between Sayre and Coxton, including the Bernice & Montrose branches; these Brothers entering upon their new duties the last week in December, 1908.

It is a pleasure to us to note the recognition of the services of these two Brothers by the officers of the Lehigh Valley Railroad Company, and we take it also as a compliment and an honor to the B. of L. E.

Both of these Brothers started in when young and through years of careful, strict attention to their various duties have won the favorable notice of their superior officers, resulting in their being selected to fill these newly created positions.

Success to you, Bro. Harry Santee and Bro. Joe Bush, in your new work, is the hearty wish of all the Brothers of Sayre Div. 380, B. of L. E.

F. A. ELLIS, Cor. Sec. Div. 380.

EDITOR JOURNAL: Would you please insert in your JOURNAL, that I have a set of "Kirkman's Science of Railways" for sale. It consists of 13 volumes, practically new and in first-class condition. I will sell them for \$15.00 cash, to the first person I receive an order from.

O. M. HUMPHREYS, Div. 362,
1108 O. Ave., La Grande, Ore.

THE members of Subdivision 331, Portsmouth, Va., thought it fitting to attend divine service at the close of the year 1908, and accepted an invitation to attend the Baptist Church, Court street, and listen to a special discourse by Rev. Dr. Grant. Forty Brothers fell in line at the hall and marched to the church, where the body of the church had been reserved for them and members of their families.

The sermon was both fitting and eloquent, dealing with our sphere in life, responsibilities and dangers, and was greatly appreciated by all the railroad fraternity. I wish everyone of our great Order could have heard the song selected for the occasion and sung so beautifully: "Life's Railroad to Heaven." It would make you forget that you were an engi-

neer, and think for the time you were made of some other clay.

Our Subdivision is getting along nicely and much is due to our pleasant social relations in our membership, which puts us in pleasant touch with our neighbors, which this meeting evidenced in a large measure.

Fraternally yours,

R. C. WILSON, Div. 331.

A DELEGATION of Silloway Division 418, Brotherhood of Locomotive Engineers, Mechanicsville, N. Y., and a few invited guests, surprised Thomas F. Walpole, a Boston & Maine engineer, at his home last evening. Cards were enjoyed and a very bountiful supper was spread. After the supper Engineer Edward W. Hines presented Mr. Walpole with a handsome solid oak roll-top desk in behalf of those present. Other presentations were a revolving office chair and a box of good cigars. Mr. Walpole was so taken by surprise that it was some time before he was able to respond, which he did briefly in well chosen words. Among the invited guests were: William O. Reichmann, assistant master mechanic, and Walter L. Brazier, traveling engineer of the western division of the Boston & Maine railroad. Engineer Walpole has been a member of the Order for 20 years, was the delegate for Div. 418 at the Memphis Convention, and is at present a member of the General Grievance Committee of the Brotherhood of Locomotive Engineers, and is considered one of the ablest members, and as a representative of Silloway Division has rendered that body most valuable service in his executive position.—*Troy Evening Record*.

Div. 156 gave a grand New Year's eve ball, at Hippodrome Rink, Birmingham, Ala., in which there were between six and seven hundred dancers participating, and as many spectators. The music was furnished by Prof. Harn's Orchestra, consisting of eight pieces. The grand march was led by Mrs. J. T. Vanarsdale, president of Clematis Div. 169, L. A. to B. of L. E., and Bro. T. S. Pounds. Prizes were given for the best dancing couple and also for lady selling most tickets.

The program was beautiful, it being embossed in gold with engine and "B. of L. E." in relief work, and contained 20 numbers of the latest and most popular pieces.

Great credit is due the Committee of Arrangements, as through their untiring efforts this was one of the largest and most enjoyable balls ever given by any organization in this district.

The committee consisted of Bros. J. D. Jessee, C. E., C. O. Foote, R. S. Adams, C. H. Reneiker, J. I. Arnfield, G. W. Morgan, Wm. McArdle, P. C. Kotheimer, and T. M. Stone, chairman.

Cars were held until 2 a. m. to carry the crowds home.

From a financial as well as enjoyable standpoint this ball eclipsed all our former efforts. Local officers of the L. & N. R. R. were in attendance.

Hoping that you will give this space in your next issue and wishing you and all the Brothers as pleasant a New Year as we have begun, I remain,

Yours fraternally,

A MEMBER OF DIV. 156.

MR. W. E. FUTCH, Cleveland, O., President of the B. of L. E. Insurance, was recently in Cedartown, Ga., on business of the Order, and detained longer than expected. Brother Futch being an original Georgian, was a Brother in more than one sense of the word, and Division 628 were pleased to extend some courtesy to this visitor. On one evening Brother Futch was invited to B. of L. E. hall, where he lectured on the benefit of insurance to railroad men, their families, and also spoke of brotherhood organization; urged the men to do their duty, and we trust widened the interest of insurance with his audience.

In reference to the B. of L. E. he spoke of the growing recognition, of the increase of power that comes with co-operation and organization, labor, and what great things can be done by working together. When we grasp the fact clearly that our Order is not merely an aggregation of individuals, but a number of people united in spirit, interest and work, then we will see results and gain benefits in which all concerned have a share, and

in which each should feel some responsibility to the other. At the conclusion of Brother Futch's remarks a surprise awaited him. The wives of members of Div. 628, with some visitors, had assembled at the Booz House to receive as a guest of honor Mr. Futch, with their husbands, at an informal reception.

The tables were prettily decorated and a four-course collation was served in a simple manner.

With many good wishes and good-bys the honored guest was left a guest of the Booz House, while the others repaired respectively to their homes, feeling that nothing adds so much to real pleasure as sharing it with others.

Fraternally yours,

W. C. WHEELER.

GREENBRIER DIV. 101, B. of L. E., Hinton, W. Va., gave a reception to Geo. W. Stevens Div. 124, G. I. A., on Wednesday evening, Dec. 30, in the new hall of the "Big Four" Brotherhood building, the occasion being for the presentation of a piano to the Sisters in fraternal return for the many pleasant social occasions previously given the Brotherhood.

Chief Engineer J. H. Romack made the address of welcome, at its close inviting all to the banquet hall, where lunch was served by the Brothers, unassisted, to 125 members of the two Orders and guests.

Our genial Bro. Bob Turner, toastmaster, called on Bro. D. L. Eubank, R. F. of E., who gave us a talk on the relations between the Brotherhood and railway officials. Bro. C. S. Falconer, trainmaster, next responded, speaking of the social life existing between the B. of L. E. and Ladies' Auxiliary, and the benefit of each to the other. Both addresses were received with applause, as these Brothers are noted for their ability in this line, as well as in that of their respective offices.

Bro. T. G. Swatz's address, well worded and to the point, was enjoyed by all and heartily applauded.

Upon return to the hall Bro. G. H. Phillips made the presentation speech, full of bouquets to the ladies, the piano being rolled out from one of the ante-

rooms; Sister W. A. Saunders, President, receiving it on behalf of the Ladies' Auxiliary in a neat little speech.

Music from the new piano was next in order. Miss McGill and Mr. Earl Riley, pianists, and Messrs. Wilson and Hetzel, with violins, gave selections that all music lovers present keenly enjoyed.

Miss Bishop and Miss Cottle, both daughters of engineers, gave beautiful solos.

Miss McGill and Mr. Earl Riley alternated in singing and playing, those assembled calling them back again and again.

We lingered until the wee sma' hours of morning, all having enjoyed ourselves so well we were loath to leave.

May we have many more such social hours!

H. H. DIEFENBACH, Div. 101.

A RECENT visit to John R. Lee Sub-division 708, Teague, Texas, gave the writer a very agreeable surprise to learn of the unusual growth of membership since nine of us, members of Division 500, organized them two years ago last November with only six members. Now they have a membership of 56, with two or three to initiate and one application.

Teague is situated on the Trinity & Brazos Valley Ry., and at the time we organized Div. 708 the road was not finished and there were only about 200 inhabitants. Now there is a population of about 4,500 and still building very fast, and the T. & B. V. will soon be one of the main trunk lines in Texas.

The B. of L. E. ought to be proud of the work the members of this Division have accomplished, for at the time of their organization they were getting \$3.00 a day for 24 hours' work. In two months' time they got a substantial raise and in six months' time they got one of the best contracts in the country.

I wish to state further that there were only twelve names on the application for a charter—all the engineers there were on the road—and the Grand Chief hesitated to grant one, thinking the Division would not be self-supporting but, on making a

good promise, they got it, which they more than fulfilled. They got their good contract long before any other labor organization was organized on the road, which is a great credit to our Brotherhood.

There is also a progressive Division of the G. I. A.

This is the first time I have visited Div. 708 since we organized them, and if I had been a Grand Officer I could not have been treated better, and will always remember the kind and brotherly treatment that I received from its members and families, and wish them all the possible success in the future.

Members of Div. 500 are always more than glad to have members of Div. 708 visit them, and they know it, too.

JOHN R. LEE, C. E. Div. 500.

ON the evening of Dec. 17, 1908, the home of Bro. C. R. Smith, Div. 196, B. of L. E., McComb City, Miss., was the scene of a most enjoyable event when his Brothers and friends to the number of about 100 gathered to celebrate his silver wedding, it being the twenty-fifth anniversary of his marriage. The house was beautifully decorated for the occasion and the Elite Band of McComb discoursed sweet music during the evening.

The I. C. R. R. was represented by Bros. F. B. Barclay, M. M., and J. D. Harrell, traveling engineer, also Mr. C. L. Carroll, trainmaster, while representative citizens and their wives from all classes of the community were present.

After the health of the host and hostess was duly toasted the guests sat down to a splendid banquet, which was thoroughly enjoyed by all.

Mr. and Mrs. Smith were the recipients of many costly and handsome presents which showed the high esteem in which they are held.

Bro. C. R. Smith entered the service of the Dayton Union R. R. in 1859 and was promoted to engineer in 1863, in which year he joined Div. 28, Brotherhood of the Footboard. In 1865 he came to Memphis, Tenn., and went running on the Memphis & Charleston road, where he remained

until 1868, when he went to Alabama and entered construction service under General Forrest, the famous Confederate soldier, building the Selma, Marion & Memphis Railway.

In 1871 he went to the S. R. & D., now a part of the Southern system, where he remained until 1876, when he took service with the I. C. R. R., where he is at present in passenger service between McComb, Miss., and New Orleans, La.

Brother Smith is still a hale and hearty man, although old Father Time has touched his hair with silver, and his once rugged frame cannot stand the fatigue it

high noon, when Rev. L. C. Hills, of the Presbyterian church, united the hearts and hands of two brothers and a sister to the partners of their choice.

"Amid the home scenes, made dear by pleasant recollections, and surrounded by the loved ones, two sons and a daughter of F. W. Dudley, the well-known Union Pacific trainman, were married at 12 o'clock today. The contracting parties were Cory William Dudley and Miss Mary Edith Kimble, both of Cheyenne; Frederick Gordon Dudley and Miss Marie Katherine Michaelson of Laramie, and Miss Urba Juanita Dudley and Ray



BROTHER AND MRS. C. R. SMITH, M'COMB CITY, MISS.

was wont to do; but to all appearances he is good for quite a bit of service yet.

For forty-five years Brother Smith has been a faithful, constant member of our Brotherhood, and his kind, obliging disposition has endeared him to all with whom he comes in contact.

A. M. STEWART.

Two sons and a daughter of Bro. F. W. Dudley, member of Subdivision 115, Cheyenne, Wyo., were recently married at one ceremony, of which the *Wyoming Tribune* says:

"For the second time in the history of Cheyenne, a triple wedding occurred at

Chester Phillips, both of Cheyenne.

"The cozy Dudley home presented a pretty scene with its attractive Christmas decorations, and as the well-known strains of Lohengrin, played by Miss Jeannette Dudley, sounded from the piano, the bridal party entered the parlor and advanced to meet Rev. L. C. Hills, who performed the lengthened ceremony, using the new ring service of the Presbyterian church. Miss Jeannette Dudley at the piano rendered "Hearts and Flowers" during the ceremony. Immediately after congratulations had been extended the wedding party and a few guests sat down to a sumptuous nuptial feast.

"The wedding was a simple but very pretty one and made beautiful by its triple significance. The three charming brides wore dainty gowns exactly alike of blue batiste with trimmings of silk. They had no attendants and carried no flowers. After the wedding feast, all three couples left on the afternoon train for a brief honeymoon, which will be enjoyed together in Denver.

"The wedding was unique in many ways, one feature being the fact that each member of the contracting parties is connected in some way with the Union Pacific railroad. The three grooms are all popular brakemen of that road and are young men of ambition and promise. The brides likewise come of railroad families, and are all charming and popular girls. All three couples will make their future home in this city, where a host of friends will wish them all happiness. Guests at the wedding included Mrs. G. M. Fast, sister of Mr. Phillips of Sidney, Mrs. L. Kimble, mother of Miss Kimble; Mrs. A. E. A. Douglas and Miss May Douglas."

DECEMBER 26 was a red-letter day for Pitcairn, Pa., at least so far as our organization is concerned. The engineers held a public meeting on the above-mentioned date in I. O. O. F. auditorium. A very interesting and instructive program had been arranged by the committee of arrangements.

We were so fortunate as to have our Grand Chief Brother W. S. Stone, and Bro. F. T. Bowler, Chairman of the G. C. of A. of the P. R. R., with us.

The meeting was called to order by Bro. A. W. Routh at 8:15 p. m. Bro. J. E. Johnston, "Burgess" of Pitcairn, addressed the meeting, bidding the Brothers, their families and friends welcome to our city, in a few well chosen remarks.

We were then treated to some excellent music by the Lawrenceville Y. M. C. A. Quartet, which is one of the finest of the many fine quartets that Pittsburg can boast of.

We were then addressed by Bro. F. T. Bowler, Chairman of the G. C. of A., Pennsylvania Lines east of Pittsburg. Brother Bowler gave the audience an out-

line of the duties of a general chairman, which was very interesting.

We were next addressed by our Grand Chief Brother W. S. Stone, who in a very interesting manner explained the great and good work being done by this organization, citing many interesting instances where men had been benefited by following its precepts, showing how it makes better men, pointing out how this organization is doing a great work for the cause of temperance. He admonished the engineers to refrain from the use of strong drink, to save their money and pay their honest debts. His address was very interesting and was the feature of the evening.

Next on the program were stereopticon views of Yellowstone National Park, by Mr. E. E. Dellett, secretary of the Pitcairn Y. M. C. A. As Mr. Dellett threw the several views upon the screen he, with a wealth of detail, explained their interesting features. There were 125 of these views, for which we feel greatly indebted to Mr. Dellett and the Great Northern R. R. Co.

There were between four and five hundred of our friends and Brothers in the hall, including Bro. W. L. Hudson, road foreman of engines, and Bro. John Bewick, assistant road foreman of engines, and Mr. R. B. McLaren, assistant road foreman of engines of the Pittsburg division.

On December 27th we gathered in I. O. O. F. Hall at 9:30 a. m. for the purpose of organizing Division 772. Bro. S. S. McIntyre acted as organizing officer, assisted by Grand Chief Brother W. S. Stone. The morning session was taken up by reading transfer cards and by addresses by the Grand Chief and Bro. F. T. Bowler. Brothers Stone and Bowler had in their possession information of which the members were anxious to learn, as it directly concerned our own system. The visiting Brothers were then "corralled" and the Brothers of Division 772 took them to their several homes and entertained them in a manner that demonstrated the meaning of brotherly love in its broadest sense.

At the afternoon session, called to order

at 1:30, we took the town, that is, we were informed that Bro. J. E. Johnston, "Burgess" of Pitcairn, or Mayor, as Brother Stone persisted in calling him, along with Brothers H. K. Mack and A. L. Wallace, were in the anteroom waiting to be directed as we desired. Now, you will see that when you begin to direct the "Mayor" you control the town.

The three above mentioned Brothers were initiated and there were 98 admitted by transfer card.

We had a very interesting day and had many visitors from Divisions in the vicinity. There were 82 members present, representing ten Subdivisions. They all seemed very well pleased with their visit.

Officers were elected and installed; Bro. Albert W. Routh, after whom the new Subdivision is named, acted as master of ceremonies.

Now, Brother Editor, Subdivision 772, with 102 members, makes its debut in the columns of the JOURNAL.

While here the Grand Chief was requested to address Wall Lodge No. 349 B. R. T. on the evening of the 27th at an open installation of officers.

He arranged to do so and his address was very much appreciated by the audience. Wall Lodge B. of R. T. feel highly honored and have so expressed their appreciation to the writer.

ROBERT F. JACKSON,
F. A. E. Division 772.

BRO. CHAS. C. CONLISK, member of Subdivision 372, widely known among our membership from business association and as a visitor at our conventions, who has been in ill-health and obliged to take a temporary rest from business exactions, was recently the recipient of a testimonial from his intimate associates in business and otherwise, that only comes to those who win their way into the hearts of others by demonstrated good fellowship, as Bro. Conlisk has. A clipping from a Stevens Point paper sent us by Bro. Conlisk tells the story as follows:

"Chas C. Conlisk is one of the happiest men in Stevens Point today and realizes more fully than ever before that his good friends are not confined to this immediate locality, but are to be found in every part

of the United States. Today's express brought to him a handsome sterling silver loving-cup, 12 inches high, mounted on an ebony plinth pedestal. It is handsomely engraved, bearing the following inscription: "As a lasting token of all its name implies, this memento of affectionate regard is presented to Mr. Charles Conlisk by his friends, companions and brothers, in appreciation of the noble and generous traits of character displayed by him during years of association with those whose names are hereon engraved. Chicago, January, 1909." The names engraved thereon are W. E. Symons, John Player, Robt. McVicker, Harry Delaney, Alex Turner, J. S. Sealey, J. D. Hurley, G. M. McVicker, Geo. E. Sevey, J. S. Coffin, Edw. M. Hurley, J. D. McClintock, Jas. McNaughton, F. H. Smith, Mark A. Ross, Harry S. Shields, J. J. McCarthy, Chas. Kennedy and Frank D. Fenn. All are former associates of Mr. Conlisk as railroad men, either as an engineer or as a representative of the great eastern railroad supply house for which he traveled for so many years, and reside in Chicago, New York, Pittsburg and other cities, several of these names being familiar to our readers, as having been in years gone by connected with the Wisconsin Central. Attached to the letter was also a handsomely engraved check directed and made payable to "Mr. and Mrs. Conlisk for 365 prosperous days each year, value received in friendship, and charge same to the account of loving-cup donors."

The following letter accompanied the loving-cup:

"DEAR CONLISK: Some men are born great, some have greatness suddenly thrust upon them, while others win it in the minds of their friends, companions and brothers by their genuine worth, measured not in dollars, but in their unswerving loyalty to the truth and absolute sincerity of purpose in all things which constitute an asset which, in the eyes of all honorable men, is more to be cherished than gold.

"It is greatness of this kind which prompted some of your legion of friends to make substantial acknowledgment that you and your good wife may know, to some extent, the degree of esteem in which you are held by them, and the loving-cup bearing this sentiment and the names of the donors is the medium through which you will be apprised, and we hope you may consider it a suitable legacy to leave to those near and dear to you when you shall complete a well-spent life.

"We hope you will accept the cup in the same spirit that prompts the givers, and that it may serve as a constant reminder to you and yours of the place you

occupy in our hearts, and that should you permanently retire from business activity, thus depriving us of your genial presence, we shall continue to think of you with that same affectionate regard that all honorable men should have for one whom they know to be entitled to the benediction of "The Master" upon the good and faithful servant.

"May you live long and enjoy all the good things of this world, and may we all have the pleasure of your presence as our guest, as often as you may find it convenient to favor us, is the wish of your friends. With the compliments of the season, we are,

Most sincerely your friends,
 Loving-Cup Donors,
 W. E. SYMONS,
 ALEX TURNER,
 CHAS. KENNEDY,
 Committee."

MR. THOMAS BOOTH, retiring master mechanic Santa Fe system at Amarillo, Tex., having been promoted to Clovis, N. M., to take charge of the shops for the same company, was given a reception and banquet by the various railroad fraternities who had served under him, of which we glean the following from a clipping from the *Daily Panhandle* sent us by Bro. H. A. Gardner, of Div. 299.

"The attendance in Odd Fellows Hall was large and representative, including among others, Avery Turner, vice president and general manager of the Texas companies of the Santa Fe system and superintendent of the Eastern Railway Company of New Mexico; John Pryer, traveling engineer for the system; E. M. Rouse, general foreman of the bridge and building and water service department; John Sartori, general shops foreman; Jim Bell, chief dispatcher, and Bill Hanson, chief clerk in the mechanical department.

"The committee in charge was composed of Harry A. Gardner, chairman; Henry Blake, Andy Zook, A. L. Larsen, A. S. Bowers and George Hilton. The reception committee was composed of Mesdames Katie Zook and Arthur Cross.

"Early in the evening the assemblage was invited into the banquet hall where tables were arranged in the form of a mammoth "E," signifying the presence of the engineers; the tables were covered with snowy linen and decorated with rare cut flowers, including roses, carnations and narcissus, interspersed with pretty tracteries of hot-house smilax and seasonable viands. It is sufficient to say that the feast was one prepared by the ladies

of the G. I. A., and contained all that is desirable in the edible line, and great praise is due the members of Div. 300 G. I. A. for the excellent repast and service.

"In letters of liberal proportions were written the words: "Welcome, Booth." The welcome was one both genuine and hearty, extended to all guests alike. The store of good things upon the festal board was far from being exhausted when all had been satisfied and returned to the auditorium.

"In the auditorium again the guests were regaled with a vocal solo by Charles Fyfe, and violin solo by Glen Hilton, and later with brief addresses. The first address was by Rev. L. C. Kirkes, pastor of the Presbyterian church. He told of his personal regard for Mr. Booth, and for the railroad fraternity as a whole. He explained that three of his brothers had spent a quarter of a century in the service of various railroads, and that for this reason, as well as his happy association with the men of the profession from the various departments, he had a warm place in his heart for them. The minister interspersed his remarks with little sketches in which it played an important part and was generally applauded by reason of the character of his remarks.

"Judge J. N. Browning was chosen to make the principal address and to him was intrusted the matter of presenting to Mr. Booth an elegant diamond stud in token of the love and esteem held for him by the various fraternities represented in the entertainment. This task was well bestowed, Judge Browning showing himself a master in affairs of this kind. He addressed his remarks to Mr. Booth almost entirely, and eulogized him as a master mechanic and a gentleman, a neighbor and a friend. The devotion of Mr. Booth to the duties of his station was the basis of many of the remarks of Judge Browning. It was pointed out that the operations of the department under his care have been successful for the very reason that duty comes first, and with it a high regard for all men under his supervision. The good order and perfect harmony under the reign of Mr. Booth at the Amarillo plant during the last six years was recounted. The present occasion shared in by all the men who labored in the various departments was a sure indication that the retiring master mechanic has not only been a workman approved of the powers that prevail, but also that he has been a wise master builder and a neighbor and a friend.

"The purity of the diamond was used to symbolize the life and character of Mr. Booth before the people of Amarillo.

Then in behalf of the various societies represented in the presentation of the token, Judge Browning passed the costly trinket to its owner. . . .

"Mr. Booth's reply was characteristic of the man and showed that he was deeply moved by the efforts in his honor. He expressed his thanks in a few choice sentences to the men with whom he had labored, their families and friends, and also to the officials ranking him. The occasion was one most highly appreciated by him, and will be held in grateful remembrance.

"Avery Turner was the next to occupy the speaker's station and he did so in a happy vein. . . . Mr. Turner recounted the fact that Mr. Booth came to Amarillo when the station was scarcely worthy of the name. At that time there was but one mixed train plying daily between Oklahoma and West Texas, while at this time trains are operated in as many as seven sections; that the shops from a nominal beginning had attained to importance prior to the disastrous fire of a few weeks ago; that Mr. Booth had always proved himself worthy of the esteem and confidence reposed in him, one of the vast family of the Santa Fe in this city. . . .

"J. Y. Graves, foreman of the car department, told of the happy relationship existing between his men and the master mechanic and of the success that was due to such relationship. He stated that the retiring master of the mechanical department had always treated the men of his branch of the work squarely and well.

"During the meeting it was recounted that in all the years of service by Mr. Booth in Amarillo there had been no strike, no walkout, no strife. At the first showing of trouble the master hand of the man was present and the rough places straightened and made smooth. This is a strong compliment to the ability of a man, a fact well appreciated by those acquainted with the various causes from which strifes and contentions may readily arise in railroad work.

"Today Mr. Booth is succeeded by J. R. Cook as master mechanic."

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately;

Subdivision—

491—H. A. Dawes,
W. B. Hinton.
J. B. Nelson.
495—L. Wellisch,

Subdivision—

497—J. B. Baker,
C. N. Jones,
W. V. Overton,
F. H. Sage.

Traveling card belonging to Bro. Geo. B. Close, member of Div. 77, has been lost. If presented for favors kindly take up and forward to Bro. G. H. Witherell, F. A. E. Div. 77, 82 First street, New Haven, Conn.

Information is wanted of Bro. Wm. McClelland, member of Subdivision 219, Marshall, Tex. He ran an engine on the Texas & Pacific Ry. between Texarkana and Ft. Worth for about 15 years. He left his home in Dallas, Tex., October 3, 1901, and has not been heard from since. His height is about 5 feet 6 inches; weight about 145 pounds; bluish gray eyes rather deeply set; light brown hair turning gray; age 58 or 60 years. Anyone knowing his whereabouts or anything of him since October, 1901, will confer a favor by notifying the Grand Chief Engineer, Bro. W. S. Stone, 306 Society for Savings Building, Cleveland, O.

Anyone knowing the whereabouts of Bro. S. E. Livingstone, member of Subdivision 706, will confer a favor by notifying W. S. Stone, Grand Chief Engineer.

Anyone knowing the whereabouts of Bro. D. L. Price, member of Div. 359, who, when last heard from was in Nevada, Mo., will confer a favor by corresponding with Bro. G. L. Barnett, C. E. Div. 23, 1024 Patton avenue, Memphis, Tenn.

Information is wanted of Geo. H. Gardiner, locomotive engineer, who, when last heard from in October, 1899, was in Blue Island, Ill. Kindly address his mother, Mrs. M. A. Putnam, 26 Chestnut street, Bath, Me.

Anyone knowing the present address of Carl Baker, who was running on the Big Four between Indianapolis, Ind., and Kankakee, Ill., in 1906, and was last heard from in Wisconsin, in 1907, will confer a favor by corresponding with Mr. C. N. Knopp, Shamrock, Tex.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Sylvania, O., Dec. 15, scalded, Bro. August Van Glahn, member of Div. 4.

Los Angeles, Cal., Dec. 12, Bro. D. P. McDonald, member of Div. 5.

Indianapolis, Ind., Jan. 4, kidney trouble, Bro. John Schandorf, member of Div. 11.

Indianapolis, Ind., Dec. 15, railroad accident, Bro. W. C. Davis, member of Div. 11.

Fort Wayne, Ind., Dec. 21, surgical operation, Bro. B. S. Hedges, member of Div. 12.

Stanbury, Mo., Dec. 15, tuberculosis, Bro. Geo. Burnley, member of Div. 17.

Dwight, Ill., Jan. 10, dropsy, Bro. A. M. Watkins, member of Div. 19.

Philadelphia, Pa., Jan. 6, complication of diseases, Bro. W. H. Fagans, member of Div. 22.

Centralia, Ill., Nov. 22, committed suicide, Mrs. Eva Saul, member of G. I. A. Div. 91, and wife of Bro. C. P. Saul, member of Div. 24.

East St. Louis, Ill., Dec. 16, Bright's disease, Bro. Ambrose Jefferies, member of Div. 25.

Freeport, Ill., Dec. 26, accident, Bro. Henry Hagadorn, member of Div. 27.

Freeport, Ill., Jan. 14, smallpox, Bro. Jas. E. Moore, member of Div. 27.

East Syracuse, N. Y., Jan. 4, heart failure, Bro. Fred E. Jacobs, member of Div. 46.

Somerville, Mass., Dec. 24, struck by engine, Bro. John W. Nason, member of Div. 61.

Galesburg, Ill., Dec. 27, paralysis, Bro. Martin Squire, member of Div. 62.

Monticello, Minn., Dec. 20, Bro. Chris. Bailey, member of Div. 69.

Minneapolis, Minn., Jan. —, Mrs. Nettie N. Fuller, wife of Bro. A. M. Fuller, member of Div. 80, and mother of Bros. Merton C. and Herbert, of Div. 325, B. of L. F. & E.

Denison, Tex., Jan. 3, la grippe, Bro. Geo. Price, member of Div. 83.

North Platte, Neb., Dec. 8, Bro. John A. Barnell, member of Div. 88.

Washington, D. C., Dec. 29, paralysis, Bro. Thos. Collins, member of Div. 97.

Baltimore, Md., Dec. 15, chronic asthma, Bro. J. W. Spurrier, member of Div. 97.

Seward, Neb., Jan. 13, Mrs. Maggie A. Taylor, member of G. I. A. Div. 359, wife of Bro. E. M. Taylor, member of Div. 98.

Ronceverte, W. Va., Dec. 21, heart failure, Bro. W. H. Vallandigham, member of Div. 101.

Fitchburg, Mass., Jan. 12, struck by engine, Bro. Arthur E. Beverly, member of Div. 112.

Danville, P. Q., Can., Jan. 4, Mrs. Henry D. Byrd, mother of Bro. G. A. Byrd, member of Div. 112.

Kansas City, Mo., Aug. 21, tuberculosis, Bro. Wm. Palmer, member of Div. 130.

Junction City, Kans., Dec. 15, chronic diabetes, Bro. B. L. Klingman, member of Div. 141.

St. Paul, Minn., Jan. 6, Bright's disease and heart trouble, Bro. John F. Maher, member of Div. 150.

St. Paul, Minn., Dec. 20, Bright's disease, Bro. Geo. J. Densereau, member of Div. 150.

Oswego, N. Y., Jan. 11, cancer of the throat, Bro. Martin Cahill, member of Div. 152.

Birmingham, Ala., Dec. 5, tuberculosis, Bro. J. P. Ford, member of Div. 156.

Jersey City, N. J., Dec. 24, Bright's disease, Bro. Arthur Quaife, member of Div. 157.

Newport, Vt., Dec. 23, consumption of the bowels, Bro. J. C. McCann, member of Div. 163.

Oneonta, N. Y., Jan. 8, engine turning over, Bro. E. J. Sampson, member of Div. 166.

Ottawa, Ont., Can., Dec. 3, wreck, Bro. Frederick Rowe, member of Div. 168.

Syracuse, N. Y., Nov. 26, Bro. Wilson Garrison, member of Div. 169.

Bellaire, O., Jan. 3, dropsy, Bro. M. R. Able, member of Div. 170.

Eldon, Ia., Dec. 31, pneumonia, Bro. W. L. Healy, member of Div. 181.

Ft. Worth, Tex., Jan. 9, typhoid fever, Mary, twin daughter of Bro. F. Wohlenberg, member of Div. 187.

Cuba, N. Y., Dec. 5, liver trouble, Bro. H. H. Sweet, member of Div. 187.

Bowling Green, Ky., Sept. 26, Bro. W. H. Stewart, member of Div. 215.

Roodhouse, Ill., Dec. 23, old age and paralysis, Bro. B. Zahm, member of Div. 220.

Watertown, N. Y., Dec. 18, cancer, Mrs. Minnie Tapley, wife of Bro. Geo. Tapley, member of Div. 227.

Chicago, Ill., Dec. 25, paralysis of the throat, Mrs. Irene Giff, wife of Bro. W. H. Giff, member of Div. 231.

Cumberland, Md., Dec. 16, blood poison, Bro. R. E. Dungan, member of Div. 233.

Tacoma, Wash., Aug. 28, cancer of the stomach, Bro. J. F. Reilly, member of Div. 238.

Knoxville, Tenn., Jan. 13, Bro. R. C. McGinly, member of Div. 239.

Corning, N. Y., Dec. 30, la grippe, Bro. C. M. Reed, member of Div. 244.

Sunbury, Pa., Dec. 30, cancer, Bro. H. Winchester, member of Div. 250.

Colliers, W. Va., Jan. 4, Mr. Samuel C. Beatty, father of Bro. Chas. E. Beatty, member of Div. 255.

East Mauch Chunk, Pa., Dec. 23, Bro. John C. Wolfe, member of Div. 257.

Covington, Ky., Dec. 13, septic infection, Bro. J. E. Fairhead, member of Div. 271.

Mandon, N. Dak., Dec. 14, pneumonia, Bro. D. L. Williams, member of Div. 279.

Harrisburg, Pa., Jan. 1, heart disease, Bro. D. L. Webster, member of Div. 287.

Cresson, Pa., Dec. 15, run over by engine, Bro. H. P. Smith, member of Div. 287.

Roswell, N. M., Dec. 6, head-on collision, Bro. Edwin Maham, member of Div. 299.

Plymouth, Fla., Nov. 29, Bro. W. B. Fudge, member of Div. 309.

Alexandria, Va., Jan. 3, nephritis, Bro. E. J. Butler, member of Div. 317.

Lakewood, O., Dec. 23, Bro. John Cummins, Sr., member of Div. 318.

Manchester, N. H., Jan. 7, injury received in collision, Bro. N. F. Bean, member of Div. 335.

Apex, N. C., Jan. 5, old age, Bro. W. P. Harten, member of Div. 339.

Hagerstown, Md., Dec. 21, diabetes, Bro. L. H. Gardner, member of Div. 351.

Bellefonte, Ont., Can., Dec. 15, kidney trouble, Mr. Wm. Clark, father of Bro. J. Clark, of Div. 486, and Sisters Pratt and Taylor, of G. I. A. Div. 337, and Sister Unwin, of G. I. A. Div. 365.

E. Las Vegas, N. M., Dec. 21 suicide by shooting, Bro. E. C. Coulter, member of Div. 371.

Burlington, N. C., Dec. 24, old age and la grippe, Bro. J. W. Rippey, member of Div. 375.

Spencer, N. C., Dec. 29, engine ran into open switch, Bro. Archie P. Satterfield, member of Div. 375.

Windsor, Ont., Dec. 16, appendicitis, Bro. A. H. Bruner, member of Div. 390.

Ft. Madison, Ia., Oct. 22, tuberculosis, Deloss Everett Webb, son of Bro. J. F. Webb, member of Div. 391.

Seattle, Wash., Dec. 24, Bro. Chas. E. Peterson, member of Div. 399.

Roanoke, Va., Jan. 13, cancer of the stomach, Bro. M. L. Wingfield, member Div. 401.

Blue Canyon, Cal., Dec. 17, locomotor ataxia, Bro. W. Brenton, member of Div. 415.

Peoria, Ill., Jan. 12, collision, Bro. Walker Baugh, member of Div. 417.

Cumberland, Wis., Nov. 8, Mr. Peter McMahon, father of Bro. M. S. McMahon, member of Div. 420.

Elmira, N. Y., Dec. 25, heart failure, Bro. Colonel F. Snover, member of Div. 434.

Youngwood, Pa., Jan. 1, tuberculosis, Mrs. Sadie Frey, member of G. I. A. Div. 139, and wife of Bro. Chas. G. Frey, member of Div. 454.

Air Line Junction, O., Jan. 6, pneumonia, Bro. Daniel Keefe, member of Div. 457.

Wabash, Ind., Dec. 29, head-on collision, Bro. C. E. Fist, member of Div. 461.

Minneapolis, Minn., Jan. 6, heart failure, Bro. Alexander McMurchy, member of Div. 474.

Grand Junction, Colo., Dec. 25, suicide, Bro. Owen E. Fitzpatrick, member of Div. 488.

Charlotte, N. C., Dec. 26, Mrs. E. T. Byers, daughter of Bro. S. J. Neisler, member of Div. 498.

Algiers, La., Dec. 30, killed in wreck, Bro. Wm. C. Sargent, member of Div. 531.

Lake City, Ia., Dec. 33, tuberculosis of the glands, Bro. Harvey D. Bales, member of Div. 555.

Chihuahua, Mex., Dec. 31, pneumonia, Bro. Jas. L. Eggleston, member of Div. 575.

Perth Amboy, N. J., Jan. 3, tuberculosis, Bro. F. L. Boyer, member of Div. 601.

Portage, Wis., Dec. 13, cancer of the stomach, Bro. Michael O'Connor, member of Div. 618.

Hornell, N. Y., Dec. 20, suicide by shooting, Bro. B. L. Buck, member of Div. 641.

Chicago, Ill., Dec. 22, Mrs. Charles Genthe, wife of Bro. Chas. Genthe, member of Div. 683.

ADMITTED BY TRANSFER CARD

Into Division—

- 5—J. M. Hale, from Div. 221.
11—Wm. H. Russell, Lee G. Miller, E. J. Dodge, Wm. Starkey, J. C. Young, J. E. Foley, John J. Sullivan, Wm. Strode, Isaac Stricker, Tim Lenehan, from Div. 95.
13—R. H. Willard, from Div. 200.
33—Thomas J. Roberts, from Div. 302.
55—G. P. Blaisdel, from Div. 138.
61—John J. Buckley, John H. Holt, from Div. 112.

- 64—J. W. Frasser, from Div. 312.
76—Jas. A. Smith, from Div. 535.
83—K. M. Bentley, from Div. 86.
87—John T. McCoy, from Div. 217.
89—A. Dodd, from Div. 118.
90—F. M. Smith, P. J. Hayes, from Div. 240.
96—Albert L. Gridley, from Div. 304.
106—F. A. Stevenson, from Div. 112.
140—W. R. Alexander, from Div. 156.
A. P. Case, from Div. 223.
147—H. Peterson, from Div. 304.
A. Mathewson, from Div. 576.
168—Walter D. Currie, from Div. 258.
177—E. O. Sullivan, from Div. 578.
201—Ed. Gamble, R. T. Luckner, from Div. 530.
206—R. Nelson, Jr., from Div. 523.
213—B. F. Klue, from Div. 404.
217—Phillippe Fontaine, from Div. 258.
222—C. H. Smith, from Div. 462.
M. K. Banning, from Div. 228.
227—S. N. Malterner, from Div. 152.
238—Jas. Marks, from Div. 177.
A. Bristol, from Div. 324.
251—Henry Schmarge, from Div. 519.
F. H. Shultz, from Div. 371.
R. J. Hill, from Div. 33.
256—C. C. Smithson, from Div. 616.
W. D. Mizell, from Div. 265.
258—H. P. Garlepie, from Div. 330.
D. A. Burns, J. W. Grimard, from Div. 168.
262—G. L. Barker, from Div. 809.
272—J. J. McManaman, from Div. 263.
276—Henry P. Trowbridge, from Div. 305.
281—Thos. Crilly, from Div. 426.
292—C. F. Kelfer, from Div. 298.
293—F. S. Moore, from Div. 191.
Wm. S. Ayers, from Div. 458.
296—T. N. Riley, from Div. 1.
295—Edwin Dorricott, Albert Connors, W. J. Fairman, from Div. 658.
James Hutchinsun, from Div. 132.
299—M. E. Smith, from Div. 462.
309—C. E. Ferrell, from Div. 316.
E. E. Jackson, from Div. 190.
C. R. Hollis, from Div. 198.
W. C. Miller, from Div. 363.
Thos. Bostwick, from Div. 230.
328—Geo. H. Lockwood, from Div. 473.
336—C. W. Sheats, from Div. 524.
362—Amos G. Blair, from Div. 238.
J. A. Handrahan, from Div. 232.
366—John Roach, Henry Hooper, from Div. 680.
H. T. Dobbins, R. H. Innes, H. Hillebrandt, C. W. Nordleet, Gilmore Harveson, E. Schumacher, Thos. Ryan, J. W. Hartman, S. L. Colville, C. A. Davis, W. F. Malitz, W. H. Kimmer, from Div. 670.
372—Thos. Albright, from Div. 360.
385—R. F. Coats, from Div. 422.
396—P. J. Madden, from Div. 215.
391—Thos. J. Farrell, from Div. 458.
C. M. Leavitt, from Div. 396.
402—A. C. Fitzsimmons, from Div. 245.
402—O. E. Bishop, H. M. Clark, from Div. 8.
406—C. M. Snyder, from Div. 247.
415—Geo. E. Baker, from Div. 110.
416—J. J. Watts, from Div. 360.
442—F. E. McLain, from Div. 216.
453—C. T. Dickson, N. J. Norrell, from Div. 718.
457—F. F. Goodsite, from Div. 218.
473—Jacob Keohler, from Div. 495.
497—J. G. McGrail, from Div. 161.
505—W. J. Pearson, from Div. 141.
531—A. Mouton, C. L. Botorff, Ed. Brand, Jacob Bachet, A. T. Berry, R. J. Coffey, A. Domangue, Harry Friedman, L. Ledet, Ed. Olivier, F. Poinboeuf, Thos. Rogers, R. J. Tanner, C. D. Williams, R. B. Tanner, from Div. 670.
535—Arthur D. Cooper, from Div. 667.
536—J. M. O'Hanlon, F. E. Rollins, J. H. Jones, J. A. Foster, Fred Krahn, B. Finnigan, James M. Golden, J. Conway, S. McAdams, R. B. Powers, Mike Donohue, Geo. W. Viele, Jr., A. G. Schrader, G. J. Kroner, F. C. Krahn, Geo. Jackson, W. E. Spun, from Div. 249.
539—John Foose, from Div. 609.
554—C. A. Cooper, from Div. 567.
W. C. Hamilton, from Div. 140.
566—R. Kuntz, from Div. 122.
568—Wm. Smith, from Div. 251.

- 574—P. J. Donovan, from Div. 591.
 576—A. S. Clute, from Div. 225.
 578—A. Boyle, from Div. 251.
 S. J. Williams, from Div. 386.
 E. E. Phillips, from Div. 146.
 580—W. H. Davis, from Div. 312.
 594—Theo. Roy, from Div. 453.
 600—H. C. Boggie, O. M. Richardson, from Div. 140.
 601—Wm. H. Minnis, from Div. 259.
 606—Fred E. Brooks, from Div. 724.
 614—Marcos Chucovick, from Div. 497.
 633—H. L. Fuller, from Div. 494.
 634—Chas. W. Bailey, from Div. 714.
 660—W. J. Owens, from Div. 327.
 667—W. B. Jardine, H. J. Raymer, A. J. Ironside, from Div. 535.
 Wm. Andrews, from Div. 76.
 671—Chas. Glasby, from Div. 180.
 673—Aaron Hosler, from Div. 376.
 674—M. E. Womack, from Div. 239.
 688—Wm. S. Devine, from Div. 145.
 689—G. L. Clark, from Div. 694.
 695—J. F. Brothers, from Div. 1.
 703—F. W. McClain, from Div. 638.
 John M. Lee, from Div. 500.
 J. B. Criswell, from Div. 242.
 709—Wm. Layman, from Div. 171.
 712—Wm. W. Tull, Kinsley P. Diffenderfer, from Div. 11.
 713—B. L. La Grange, from Div. 5.
 A. C. Allee, from Div. 491.
 716—Walter McCallum, from Div. 583.
 721—John Umperson, from Div. 183.
 730—C. M. Parks, from Div. 287.
 734—F. L. Hahn, from Div. 505.
 744—Walter Farrell, from Div. 262.
 750—J. J. Callahan, from Div. 322.
 752—Chas. F. Lewis, from Div. 46.
 Jas. H. Watson, from Div. 145.
 754—Wm. Schumaker, Robert Carney, from Div. 100.
 Wm. Heyland, from Div. 246.
 756—Geo. Brown, from Div. 660.
 Frank H. Whitney, from Div. 10.
 C. A. Pendry, from Div. 35.
 Robert H. Davenport, from Div. 370.
 R. Sommerville, from Div. 46.
 J. Labat, from Div. 309.
 Wm. H. Carlow, from Div. 251.
 J. O. Gadsby, from Div. 225.
 B. F. Rowland, from Div. 35.
 John Condon, from Div. 87.
 J. E. Shaw, from Div. 254.
 E. H. Vreeland, from Div. 280.
 H. H. Viall, from Div. 260.
 M. A. Griley, from Div. 12.
 E. A. Repp, from Div. 360.
 J. A. Kelly, from Div. 485.
 759—W. L. Watson, H. L. McKoy, H. E. Knight, R. N. Watson, R. A. Andrews, from Div. 375.
 761—A. E. Oliver, from Div. 534.
 Edward Breeden, from Div. 73.
 764—C. G. Bass, Frank Nunn, T. C. Young, from Div. 535.
 Robert P. Corrigan, from Div. 33.
 Fred McClary, from Div. 395.
 W. E. Moher, from Div. 202.
 Robert H. Rowley, from Div. 188.
 F. O. Parmelee, from Div. 330.
 John Rowan, from Div. 494.
 E. A. Young, from Div. 667.
 John Pardington, from Div. 583.
 Jas. A. Croft, Frank Everett, John Worthington, from Div. 89.
 765—W. L. Nash, from Div. 738.
 769—W. J. G. Adams, W. H. Burke, R. W. Burke, Ira Bass, W. T. Brown, J. R. Carney, W. A. Fogg, G. R. Futrell, R. L. Griffin, H. C. Ger-ror, J. B. Hogan, J. H. Hutchinson, C. A. Hackney, B. F. Hines, C. F. Haskins, A. G. Kruger, E. Krupp, A. Lijia, J. Lumpkin, M. E. Moye, M. J. Malloy, R. A. Newman, W. S. Parker, W. H. Peters, Louis Padrick, Louis Roberts, E. W. Rowland, W. F. Shelly, R. B. Swanson, C. F. Williams, C. M. Waite, W. M. Whilden, G. J. Tolson, Joe Shaker, M. V. Pittman, Mack Roberts, G. E. Parker, R. M. Marler, L. J. Lang, E. B. Huntley, E. C. Flanagan, J. C. Bennet, G. Armstrong, from Div. 309.
 770—I. W. Boring, A. D. Boring, G. A. Carney, T. E. Dunbar, S. O. Fuller, H. T. Flood, W. J. Gramo, D. A. Hopkins, F. D. Howard, T. M. Hyers, J. Hogan, H. H. King, J. A. Larson, T. J. Moody, H. J. Mote, J. L. McAlister, H. G. McDonnell, J. O. Bannon, J. J. Rimes, C. R. Rice, J. A. Rice, J. E. Richardson, J. D. Still, L. C. Smith, A. Scott, E. D. Sledge, E. R. Trammell, W. I. Trammell, W. A. Thompson, A. S. White, E. J. Walker, from Div. 309.
 D. L. Miller, from Div. 256.
 771—F. P. Avery, J. N. Charlton, C. D. Duncan, J. H. Neal, W. M. Petteway, N. H. Russell, W. B. Sanford, J. D. Whitford, C. E. Hancock, from Div. 314.
 O. G. Duke, John O. Smith, from Div. 339.
 J. H. Baker, J. T. Green, from Div. 456.
 772—J. A. Cawley, from Div. 287.
 W. B. Mowery, A. E. Marsh, J. J. McKee, J. A. Miller, John H. McFeaters, J. D. McWilliams, W. J. Murphy, M. O. Mickey, Jas. M. Magoffin, Samuel S. McCormick, T. G. Morrow, R. H. McCutcheon, Geo. S. Lacock, Chas. Longacre, W. P. Lohr, F. H. Krop, W. W. Keeley, H. J. Kerr, John Kiefer, N. A. Jordan, Robt. F. Jackson, Enoch James, J. A. Hankle, G. E. Hull, E. D. Hughes, Jas. G. Huston, F. T. Hugo, J. O. George, T. J. Grumblin, H. H. Grumblin, J. E. Gorman, J. S. Finley, S. G. Fink, T. A. Flanagan, S. S. Feehrer, Samuel H. Davidson, Jas. J. Dailey, John J. Dailey, J. L. Dailey, W. G. Dobson, J. C. Crotley, T. J. Clark, Geo. W. Craven, Jos. Cook, E. C. Clawson, H. D. Crossland, E. R. Cashdollar, P. A. Croft, J. W. Campbell, G. M. Crook, W. S. Cover, J. B. Barney, Samuel B. Bryar, William Black, P. A. Byers, F. K. Backus, J. F. Buck, A. S. Burghane, W. E. Altmiller, E. C. Archey, E. T. Akins, J. O. Adams, W. A. Adams, Harry O. Yost, Samuel Watters, J. J. Walton, C. W. White, S. E. Thorp, J. J. Theobald, H. B. Smith, William Steele, J. R. Smith, John M. Schroll, John R. Shelly, C. F. Shirey, H. R. Shew, T. H. Stewart, E. E. Swank, H. S. Saunders, H. W. Spielman, J. L. Sulively, John Shrader, Jos. Swonger, W. J. Smith, N. A. Ruffner, Jacob Ruoff, R. L. Plovman, Albert W. Routh, N. L. Putnam, L. C. Palmer, B. C. Pearce, J. E. Penrod, Geo. Plender, John Patrick, W. H. Newlin, Jas. E. McFeaters, W. L. McDivitt, W. H. McCreery, from Div. 325.
 774—Vicente Canedo, Jas. T. Dickson, J. W. Gibson, A. J. Gunnell, Ismael Herrera, W. S. Knox, S. M. Moore, C. J. Mills, C. A. Millspaugh, Anselano Meza, N. W. Powers, J. C. Peyton, N. Saurez, J. B. Tilley, Julio Rameriz, from Div. 587.

WITHDRAWALS

From Division—

- 1—Peter McLott.
 11—G. T. Fish.
 16—C. G. Yahley.
 J. W. Shifler.
 33—Oscar Ismond.
 53—Wm. E. Craig.
 61—Wm. J. Pingree.
 65—John Aid.
 68—E. L. Holden.
 G. W. Lewis.
 F. G. Edwards.
 75—Albert Phillips.
 88—Finley S. Smith.
 92—C. S. Seward.
 99—Lee Hawkins.
 106—Henry Underwood.
 118—W. Fetterly.
 125—Chas. W. Koons.
 131—J. F. Briscoe.
 136—E. M. McClintic.
 153—J. W. Tamplin.
 169—E. P. Burnis.
 174—L. McGregor.

From Division—

- 179—Thos. E. Green.
 191—G. Fred Smith.
 198—Joe Elliott.
 254—M. J. Kenyon.
 260—C. R. Ames.
 262—M. R. Stipe.
 276—Frank S. Rinker.
 284—Alex. Zeck.
 288—J. M. Smith.
 312—W. L. Thayer.
 339—W. J. King.
 335—O. D. Bagley.
 348—James Neiland.
 384—J. D. Consideine.
 395—J. M. Hickox.
 399—Geo. Barr.
 422—A. F. Keith.
 442—C. P. Molitor.
 451—W. T. Johnston.
 485—F. Singletary.
 615—Seward Dow.
 704—H. H. Parks.
 714—E. C. McGaw.

REINSTATEMENTS

Into Division—

- 17—J. S. McLaughlin.
18—O. L. Dargett.
35—E. J. Murphy.
74—Geo. K. Funk.
77—Wm. F. Egan.
97—James Shaw.
136—E. M. McClintic.
196—A. Turley.
198—John Edw Edwards.
199—Oscar Youngberg.
225—A. S. Chule.
251—Ernest Fitzer.
256—C. B. Hulbert.
323—O. S. Bryans.
370—Wm. Klinefelter.
372—S. M. Bay.
375—J. H. Barnes.
442—J. E. Nichols.

Into Division—

- 511—S. A. Lyle.
512—James Biggs.
551—H. K. Reid.
555—John W. Iler.
557—Andrew J. Pierce.
557—C. W. Buchanan.
567—Chas. A. Cooper.
565—S. E. Barnett.
592—L. J. Thorne.
596—D. Hammond.
608—Ed Drohan.
612—H. Johnson.
624—J. Doyle.
651—Beach Griffin.
683—A. Falk.
717—W. E. Mulligan.

EXPELLED

FOR NON-PAYMENT OF DUES.

From Division—

- 1—Carl G. Obert.
7—Samuel Quaco.
7—Fred Schwartz.
8—D. M. Daniel.
10—F. I. Hills.
C. Schmillen.
F. Hendricks.
J. S. Kelly.
W. L. Creighton.
F. W. Bellows.
C. A. Katholing.
J. J. Normlie.
A. Deto.
11—W. G. Wilmington.
Porter Brooks.
Charles Hines.
12—Ed J. Lynch.
17—E. J. McIntyre.
23—Turner Graves.
52—Howard F. Miller.
55—T. B. Evans.
J. H. Carpenter.
57—Fred Pickering.
58—O. R. Reed.
61—Wm. O. Brown.
H. W. Plaisted.
69—Wm. J. Thurlow.
Wm. Harrold.
71—Charles Wisner.
E. A. Williams.
Preston H. Whithall.
Wm. Overholt.
Lewis D. Laning.
James H. Heller.
C. W. Bronner.
77—Albert M. Bassett.
Judson H. Adams.
Edw. J. Young.
Samuel R. Reed.
Thos. C. Phillips.
Wm. E. Ingraham.
Fred W. Hocking.
Wm. F. Egan.
Harry Drinkwater.
Clarence L. Camp.
Samuel G. Close.
Wm. J. Bailey.
C. B. Benton.
Thos. F. Kenney.
79—C. A. Norris.
89—Wm. Wragg.
95—G. Baker.
96—G. M. Harshaw.
C. T. Boone.
99—W. T. West.
108—G. A. Rollins.
107—Dan Spence.
E. F. Hughes.
Dan Donahue.
O. N. Hughes.
120—John O'Brien.
J. W. McCaslin.
L. J. Haltes.

From Division—

- 122—P. H. Mahar.
124—John Karr.
B. A. Huson.
Eug. Hartenstein.
134—Geo. D. Giles.
138—A. J. McDonald.
E. B. Price.
145—H. H. Baker.
147—J. B. Bell.
P. A. Van Houten.
E. C. Bentley.
150—W. C. La Chappelle.
153—Harry E. Colton.
156—J. H. Myers.
T. A. Larkin.
N. A. Mills.
Oscar Pettit.
J. T. Coen.
J. P. Henson.
P. J. Dillon.
C. D. Vest.
H. L. Acuff.
158—W. R. Harlan.
A. J. York.
J. W. Wright.
W. J. Williams.
J. W. Snider.
Geo. Lehnert.
S. M. Huffman.
Judson Dakin.
A. H. Chace.
159—A. R. Mallin.
166—Gordon McPherson.
168—John Gaffney.
171—Wm. W. Baker.
181—C. E. Gordon.
183—C. B. Tisher.
F. H. Sawyer.
Patrick Guinaue.
W. F. Evans.
James Dinan.
186—J. E. Nichol.
C. E. Smith.
T. W. Hayes.
W. Cairns.
192—G. W. Kinney.
194—W. L. Coleman.
M. A. Goodrich.
A. McCamish.
198—Richard S. Short.
Chas. F. Palmer.
D. C. Martin.
Hugh L. Lee.
Jas. L. Lockhart.
John Keebler.
John A. Hall.
Frank J. Housley.
S. M. Crow.
John E. Brown.
205—T. M. Kerr.
John H. Norton.
Phillip Spencer.
Clarence Weed.

From Division—

- 206—S. L. Johnson.
207—Geo. A. Adams.
Thos. T. Yarbray.
W. H. Thrash, Jr.
210—H. L. Collins.
J. F. Wimberly.
Lewis Jackson.
C. P. Johnson.
W. F. Taylor.
219—Jas. W. Tainadge.
225—F. L. Mead ws.
228—Geo. H. Baugh.
E. H. Bailey.
W. E. Hunter.
Geo. Irving.
231—Stanley F. Gloss.
232—Jesse Sarr.
Wm. Moriarity.
J. W. Connell.
234—O. L. Chamness.
238—Sam R. Thomas.
Don Smith.
245—J. M. Tisdale.
James J. Harris.
Frank Shepherd.
248—Frank R. Lippincott.
256—Maurice T. Brown.
256—J. M. Bacon.
C. B. Hulbert.
L. G. Dowell.
Allen Billiter.
J. A. Smith.
J. I. Reynolds.
W. F. Gogle.
265—J. J. Dunlap.
H. C. Smith.
H. R. Hammond.
R. O. Duning.
267—J. P. Moore.
269—E. L. Wright.
277—J. F. Simpson.
281—R. E. Wild.
284—James Kellison.
286—Samuel Jasperson.
John Thornton.
287—J. H. Haines.
M. P. Ronan.
290—Harry E. Miller.
Geo. D. Smith.
W. C. Lathem.
J. H. Foley.
C. W. McMunus.
294—Wm. Grey.
Clifton Rozelle.
303—F. H. Reinohl.
F. M. Smallidge.
309—O. F. Fish.
J. H. Fisher.
K. Lyon.
E. B. Spearman.
G. Smith.
F. W. Grayam.
J. A. Bramlett.
E. C. Davis.
L. N. Smith.
312—E. E. Jones.
R. W. Dean.
B. F. Hollis.
W. W. Glidden.
314—C. N. Smith.
316—Harry Folweller.
Michael McConnell.
John F. Baker.
Wm. Strohl.
John Frederick.
318—W. A. Ritchie.
323—H. R. Murden.
331—J. M. Ambroselle.
334—C. G. Helmberger.
J. A. Shoemaker.
336—Carl Clark.
J. M. Tull.
343—W. O. Chambers.
348—Geo. Saunders.
M. H. Dean.
360—James Meredith.
John D. Kindig.
G. P. Eckert.
368—W. G. Lovell.

From Division—

- 368—B. Y. Dickson.
O. C. Leathers.
370—John S. Kolb.
Wm. Klinefelter.
Ira E. Taylor.
Glenn Hodgey.
And. H. Daugherty.
Geo. B. Stambaugh.
John Croughan.
398—C. C. Collinson.
399—F. J. McGlinn.
Homer Fields.
W. L. Kennedy.
Walter Cooper.
404—E. J. Baker.
406—Wm. W. Wilke.
410—G. B. Sellinger.
A. L. Combstock.
419—James E. Foss.
S. D. Schmehl.
Edwin Reimer.
E. D. Merritt.
421—James Hartnett.
426—Frank Hammack.
John Ford.
432—Bert Hathaway.
433—J. R. Reeves.
437—Wm. G. Linn.
R. H. Helfertay.
443—C. H. Fisher.
Chas. Taes.
448—W. L. Hutchinson.
M. M. Tarter.
M. H. Jones.
J. G. Lovern.
452—Wm. H. Noas.
C. G. Horton.
B. T. Iman.
Patrick M. McCune.
Con C. McMullin.
460—C. F. Becker.
464—C. A. Linden.
H. N. Woodward.
G. S. Jamison.
I. H. Harvey.
John Kress.
A. D. Evans.
Geo. A. Cunningham.
474—J. H. Crider.
E. M. Allworth.
475—Henry King.
478—Nic Hansen.
Perry A. Sprague.
479—Wm. J. Hunter.
Samuel Miller.
482—Neal Cleveau.
483—H. E. Edmunds.
486—Geo. Haskins.
492—J. McCarty.
Roy McCannon.
H. J. Schuck.
R. V. Fowler.
Carroll Livingstone.
Wm. A. Taylor.
505—R. P. Richards.
506—J. H. Carver.
J. D. Mills.
L. T. Stickley.
C. B. Payne.
508—H. C. Fortier.
511—W. L. Handley.
512—James Biggs.
525—T. P. Lindsey.
526—Geo. Henry.
535—J. Bovine.
544—Albert J. Gowin.
M. Sarsfield.
Geo. Lindenbott.
Chas. M. O'Connor.
John Van Allen.
549—Geo. F. Burnett.
551—John J. Mulkenus.
F. A. Stone.
Thos. L. Mulkenus.
554—T. D. Beam.
559—C. M. Farwell.
570—A. E. Torrey.
Fred Howlette.
J. B. Holliday.

From Division—

- 570—J. R. Kerr.
 576—C. F. Buckley,
 John Lee,
 H. R. Jones,
 James Lynch,
 F. E. Woodworth,
 J. Ostgard,
 W. H. Leonard,
 W. L. Nott,
 Frank R. Banner.
 580—John Leigler,
 P. F. Conerton.
 584—F. D. Kimble,
 L. A. Schaar,
 A. W. Wiley,
 W. A. Bondurant.
 587—Arnulfo Meza,
 V. O. McMillen.
 589—J. J. McMonegle.
 591—M. Reilly.
 592—D. E. Solloway.
 594—Wm. Reeves.
 598—W. L. Gaar.
 600—Wm. Dwyer.
 603—J. E. Collins,
 W. D. O'Connell,
 J. D. Turpin,
 Galen Kelly.

From Division—

- 603—E. J. Burke,
 P. A. Shane,
 R. M. Norman,
 S. A. Minter,
 Ed Drohan.
 616—W. L. Pound.
 622—G. A. Reid,
 W. L. Austin.
 631—M. McLaren.
 634—A. E. Ross.
 639—M. G. Cannon.
 670—J. J. Clark,
 L. N. Newton,
 W. R. Elmer,
 S. N. Aenchebacher,
 John Heinicke,
 John Lisbony.
 673—Frank Moody.
 674—G. C. Mozo,
 J. B. Earnest,
 G. W. Strupe,
 H. Wagner,
 C. J. Brewster.
 678—James A. Ryan,
 M. S. Marchant.
 713—T. P. Reddington.
 716—I. T. Callon.
 717—J. H. Dressell.

FOR OTHER CAUSES.

- 2—F. K. Perrine, violation of obligation, as per Sec. 89, Statutes.
 6—W. L. Palmer, M. N. Crane, non-payment of dues and not corresponding with Division.
 18—Fred Chapman, non-payment of dues and failing to comply with constitution and Statutes.
 20—Frank Pugh, violation of obligation.
 O. W. Phipps, non-payment of dues and violation of obligation.
 24—Sylvan Young, unbecoming conduct and non-payment of dues.
 25—W. H. Welsant, violation of obligation.
 26—J. W. Jewell, unbecoming conduct.
 51—J. A. Howard, failing to take out insurance.
 55—H. E. Goddard, non-payment of dues and forfeiting insurance.
 C. W. Hurley, J. C. H. Miller, W. H. Stimson, John R. Mulhern, forfeiting insurance.
 69—P. Cleary, violation of Sec. 89, Statutes.
 82—J. R. Dowd, forfeiting insurance and non-payment of dues.
 96—R. J. Dumbley, Frank D. Kernan, Chas. Achey, Wm. Albers, Wm. McGee, Chas. Markle, non-payment of dues and forfeiting insurance.
 100—T. E. Lewis, non-payment of dues and forfeiting insurance.
 122—Geo. R. Atkins, forfeiting insurance.
 125—C. S. Corwin, intoxication.
 126—Jos. Bradford, forfeiting insurance and non-payment of dues.
 147—F. K. Chandler, J. E. May, R. E. Rogers, non-payment of dues and forfeiting insurance.
 148—J. P. Edgar, forfeiting insurance.
 156—W. J. Cusick, J. I. Long, W. E. Dyke, forfeiting insurance and non-payment of dues.
 N. C. McGrady, violation of obligation and non-payment of dues.
 166—Chas. McMullen, non-payment of dues and unbecoming conduct.
 George Dow, non-payment of dues and forfeiting insurance.
 170—Jos. H. Kellar, W. R. Donaldson, forfeiting insurance.
 185—I. J. Dave, keeping a saloon and forfeiting insurance.
 186—J. B. Windsor, non-payment of dues and forfeiting insurance.
 201—J. S. Dalton, George Gordon, J. E. Madden, non-payment of dues and violation of Sec. 89, Statutes.
 208—George Casper, W. P. Metzgar, forfeiting insurance.
 210—Ben Binlon, unbecoming conduct.
 J. A. Landers, J. L. Thompson, L. C. Dickinson, W. R. Sturges, R. R. Harris, J. P. Rodgers, G. P. Ecord, non-payment of dues and forfeiting insurance.
 218—S. E. Stoner, non-payment of dues and forfeiting insurance.

- 219—D. O. Beach, non-payment of dues and forfeiting insurance.
 223—C. E. Smith, dropping insurance and non-payment of dues.
 T. F. Kelley, dropping insurance.
 224—Will Ross, C. A. Fiss, intoxication.
 225—John Wix, non-payment of dues and forfeiting insurance.
 226—G. W. Burgeson, non-payment of dues and forfeiting insurance.
 227—Charles Duncan, intoxication and non-payment of dues.
 228—H. N. Brown, violation of obligation.
 232—J. G. Allie, non-payment of dues and not taking out insurance.
 238—Martin Lee, non-payment of dues and not corresponding with Division.
 244—F. N. Emerson, forfeiting insurance.
 254—S. W. Bolenbaugh, non-payment of dues and not complying with Sec. 89.
 255—Charles C. Keller, non-payment of dues and non-attendance.
 W. T. S. Wright, Wm. McDonald, intoxication.
 259—Harvey E. Nolf, non-payment of dues and forfeiting insurance.
 267—A. J. Reed, J. L. Davis, W. T. Chapman, L. E. Wooster, W. T. Mooneyham, non-payment of dues and forfeiting insurance.
 276—Elmer Goodwin, forfeiting insurance.
 282—J. S. Woodworth, George Washburn, forfeiting insurance and non-payment of dues.
 286—Gilbert Stebbins, Andrew A. Walker, G. W. Fralick, forfeiting insurance.
 290—J. F. Wilsey, violation of obligation.
 310—John Brendell, forfeiting insurance.
 314—T. J. Burke, failing to correspond with Division and non-payment of dues.
 L. W. McDonald, C. S. Sargent, dropping insurance and non-payment of dues.
 W. T. Ireland, dropping insurance and not corresponding with Division.
 331—C. Watkins, non-payment of dues and refusing to take out insurance.
 Jesse Powell, non-payment of dues and forfeiting insurance.
 343—August Lagel, non-payment of dues and violation of Sec. 89.
 353—Walter Gosnell, intoxication.
 Jos. C. Connell, forfeiting insurance.
 366—Justus Meyer, forfeiting insurance.
 370—Jay L. Torry, non-payment of dues and forfeiting insurance.
 371—I. E. Grosseup, Wm. Holmes, J. J. Graybill, W. S. Heydt, forfeiting insurance.
 386—C. W. Miller, H. C. Bradley, C. R. Traugbar, B. G. Horton, non-payment of dues and forfeiting insurance.
 391—Jesse Waymire, George W. Eddy, forfeiting insurance.
 409—W. G. Rumsey, J. E. Hoge, forfeiting insurance and non-payment of dues.
 415—E. W. Vaughn, forfeiting insurance and non-payment of dues.
 426—John R. Waller, Paul B. Tusson, non-payment of dues and failing to take out insurance.
 437—S. H. Powell, forfeiting insurance.
 443—M. W. Pullen, non-payment of dues and forfeiting insurance.
 448—G. W. Brewer, non-payment of dues and failing to correspond with Division.
 J. W. Updike, forfeiting insurance and non-payment of dues.
 W. R. Yockey, non-payment of dues and violation of obligation.
 Eggleston Price, unbecoming conduct and deserting family.
 455—O. W. Allen, forfeiting insurance.
 463—Geo. A. Day, unbecoming conduct and deserting his wife.
 472—John T. Swindell, non-payment of dues and forfeiting insurance.
 474—F. H. Fackler, forfeiting insurance.
 476—C. F. Haworth, non-payment of dues and forfeiting insurance.
 486—K. G. Ferry, non-payment of dues and forfeiting insurance.
 492—John Welch, non-payment of dues and forfeiting insurance.
 498—Geo. B. Key, non-payment of dues and not complying with Sec. 89, Statutes.

- 506—T. J. Kenney, non-payment of dues and forfeiting insurance.
 A. B. Haller, J. D. Crummett, non-payment of dues and not taking out insurance.
 512—Ed. Truesdell, forfeiting insurance.
 513—T. H. Isbell, forfeiting insurance.
 527—Geo. C. Albrecht, non-payment of dues, forfeiting insurance, and failing to correspond with F. A. E.
 544—Wm. Tobin, non-payment of dues and keeping a saloon.
 Oscar O'Shaughnessy, non-payment of dues and forfeiting insurance.
 553—Fred Allen, forfeiting insurance.
 557—J. W. Cooper, unbecoming conduct.
 591—O. H. May, forfeiting insurance and non-payment of dues.
 Joseph La Mun, forfeiting insurance.
 592—Wm. C. Corcoran, forfeiting insurance.
 594—Henry Bremer, non-payment of dues and failing to correspond with Division.
 605—Jas. Shaw, Steve A. Sullivan, forfeiting insurance and non-payment of dues.
 613—Win. Albrecht, non-payment of dues and forfeiting insurance.
 615—E. S. Smith, forfeiting insurance.
 J. B. Pope, J. R. Shannon, violation of obligation.
 644—J. B. Stout, non-payment of dues and forfeiting insurance.
 645—W. J. Grace, non-payment of dues and forfeiting insurance.
 660—R. H. Craig, forfeiting insurance.
 666—J. I. Wilson, non-payment of dues and forfeiting insurance.
 681—Geo. W. Bristol, non-payment of dues and forfeiting insurance.
 695—Robert R. Mallahan, F. B. Grenough, non-payment of dues and forfeiting insurance.
 696—Ralph W. Foster, forfeiting insurance.
 704—S. J. Hayes, C. L. Spinney, non-payment of dues and forfeiting insurance.
 717—A. S. Dorsey, forfeiting insurance.
 740—H. W. Hardy, forfeiting insurance and non-payment of dues.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

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The B. of L. E. Journal.

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OLD ADDRESS.

Postoffice..... State.....

 Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 334-340

SERIES I.

OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING, }
 CLEVELAND, OHIO, Feb. 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice orders **PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER.** Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
273	J. E. Eskew.....	54	271	Feb. 5, 1894	Nov. 30, 1907	Blind left eye.....	\$4500	Self.
274	D. W. Hall.....	43	453	July 23, 1900	Aug. 8, 1908	Appendicitis.....	750	Estell M. Hall, s.
275	H. Bateman.....	38	453	July 8, 1907	Nov. 5, 1908	Suicide.....	1500	Clinton Bateman, b.
276	J. R. Corley.....	46	201	July 17, 1901	Nov. 20, 1908	Cirrhosis of liver..	750	Lizzie R. Corley, w.
277	John Labat.....	32	756	Feb. 4, 1904	Nov. 28, 1908	Left eye removed..	1500	Self.
278	Henry H. Sweet..	46	187	May 19, 1892	Dec. 5, 1908	Malaria.....	3000	Leona M. Sweet, w.
279	Edwin Mahan.....	50	299	Apr. 1, 1900	Dec. 6, 1908	Killed.....	1500	Katie Mahan, w.
280	Robt. T. Dizzard..	50	671	May 2, 1906	Dec. 6, 1908	Heart disease.....	1500	Corra M. Dizzard, w.
281	Wm. P. Armstrong	38	346	Dec. 13, 1900	Dec. 7, 1908	Appendicitis.....	3000	Alice M. Armstrong, w.
282	A. C. Smith.....	51	140	Dec. 14, 1905	Dec. 12, 1908	Arterio sclerosis..	3000	Daughters.
283	J. E. Fairhead....	57	271	July 18, 1887	Dec. 13, 1908	Abscess.....	4500	Mrs. S. B. Fairhead, w.
284	J. A. Hill.....	39	675	June 21, 1904	Dec. 13, 1908	Killed.....	3000	Anna Hill, w.
285	D. L. Williams....	36	279	Feb. 1, 1905	Dec. 14, 1908	Pneumonia.....	1500	Sara J. Evans, aff'd w
286	Wm. C. Study.....	54	48	May 8, 1886	Dec. 15, 1908	Nephritis.....	3000	Mrs. W. C. Study, w.
287	Hugh P. Smith....	29	287	Mar. 1, 1907	Dec. 15, 1908	Killed.....	1500	Mary Shoffner, s.
288	B. L. Klingman....	40	141	Dec. 7, 1899	Dec. 15, 1908	Diabetes.....	750	Marg. M. Klingman, w
289	Robt. E. Dungan..	54	233	Nov. 25, 1882	Dec. 16, 1908	Sepsis.....	3000	Wife and daughter.
290	Ambrose Jefferis..	60	25	July 2, 1897	Dec. 16, 1908	Bright's disease..	1500	Carrie O. Jefferis, w.
291	Charles Fuller....	54	288	Apr. 12, 1897	Dec. 17, 1908	Left arm amput'd..	4500	Self.
292	Walter Brenton....	45	415	June 5, 1897	Dec. 17, 1908	Locomotor ataxia..	1500	Mary E. Brenton, w.
293	Wm. G. Neighbos..	39	743	Sept. 3, 1905	Dec. 18, 1908	Killed.....	3000	Mother, son a daughter
294	Edw. W. Whitaker..	39	217	Sept. 20, 1906	Dec. 19, 1908	Muscular atrophy..	1500	Ella M. Whitaker, w.
295	Burton L. Buck....	41	641	Jan. 1, 1907	Dec. 20, 1908	Suicide.....	3000	Nellie Buck, w.
296	G. J. Dauserean....	34	150	Oct. 30, 1905	Dec. 20, 1908	Bright's disease..	1500	Mabel H. Dauserean, w
297	Bernhard Zahn....	76	220	Apr. 1, 1869	Dec. 20, 1908	Paralysis.....	3000	Lawful heirs.
298	E. C. Coulter.....	46	371	July 7, 1901	Dec. 21, 1908	Suicide.....	4500	Frances Coulter, w.
299	B. S. Hedges.....	51	12	Apr. 8, 1898	Dec. 21, 1908	Obstruct'n of bo'ls	1500	Wife and children.
300	L. H. Gardner.....	56	351	July 23, 1896	Dec. 21, 1908	Diabetes.....	3000	Laura Gardner, w.
301	J. F. Phillips....	41	306	Aug. 17, 1902	Dec. 23, 1908	Yellow atrophy....	1500	Orval D. Phillips, s.
302	Jo in C. Wolfe....	37	257	Dec. 24, 1899	Dec. 23, 1908	Killed.....	3000	Edwin C. Wolfe, f.
303	John Cummins....	87	318	Aug. 28, 1871	Dec. 23, 1908	Heart disease.....	3000	Mrs. John Cummins, w
304	Fred N. Kleresch..	37	32	Jan. 6, 1907	Dec. 23, 1908	Left eye removed..	3000	Self.
305	Chas. E. Peterson..	32	399	June 10, 1907	Dec. 24, 1908	Pneumonia.....	1500	Georgia Peterson, w.
306	John W. Nasen....	38	61	Dec. 10, 1903	Dec. 24, 1908	Killed.....	1500	Eva W. Nasen, w.
307	John Gould.....	29	657	Jan. 15, 1908	Dec. 24, 1908	Right eye removed	3000	Self.
308	Arthur Quaife....	53	157	Oct. 6, 1882	Dec. 24, 1908	Nephritis.....	1500	Eva Quaife, w.
309	O. E. Fitzpatrick..	34	488	Apr. 23, 1907	Dec. 25, 1908	Suicide.....	1500	Mary G. Fitzpatrick, w
310	C. F. Snover.....	53	434	Aug. 2, 1886	Dec. 25, 1908	Heart failure.....	3000	Nettie J. Snover, w.
311	Thos. Collins....	63	97	Oct. 31, 1894	Dec. 25, 1908	Carcinoma.....	1500	Bridget M. Collins, w.
312	Chas. E. Flist....	42	461	Mar. 6, 1907	Dec. 29, 1908	Killed.....	1500	Della M. Flist, w.
313	A. P. Satterfield..	40	375	Aug. 10, 1903	Dec. 29, 1908	Killed.....	4500	Jennie M. Satterfield, w
314	John B. Warren....	21	456	July 28, 1907	Dec. 29, 1908	Right leg amput'd..	1500	Self.
315	W. C. Sargent....	37	531	June 14, 1903	Dec. 30, 1908	Killed.....	1500	Mrs. C. Doshier, m.
316	J. H. Flynn.....	65	152	May 7, 1887	Dec. 30, 1908	Right leg amput'd..	3000	Self.
317	H. W. Winchester..	61	250	Apr. 27, 1896	Dec. 30, 1908	Cancer of neck.....	3000	Mrs. H. W. Winchester, w
318	J. L. Eggleston....	40	575	Dec. 22, 1904	Dec. 31, 1908	Pneumonia.....	1500	Dora Eggleston, w.
319	Wm. L. Healy.....	55	181	Feb. 1, 1903	Dec. 31, 1908	Pneumonia.....	1500	Ida G. Healy, w.
320	D. L. Webster.....	57	287	June 14, 1887	Dec. 31, 1908	Apoplexy.....	3000	Lillie F. Webster, w.
321	F. L. Boyer.....	30	601	Sept. 8, 1907	Jan. 3, 1909	Tuberculosis.....	1500	Lillian F. Boyer, w.
322	R. M. Abel.....	62	170	Mar. 5, 1897	Jan. 3, 1909	Dropsy.....	3000	Mary M. Abel, w.
323	Geo. W. Price.....	61	83	May 2, 1894	Jan. 3, 1909	Fever.....	4500	Children.
324	E. I. Butler.....	75	317	Dec. 15, 1880	Jan. 3, 1909	Nephritis.....	3000	Mrs. A. M. Butler, w.
325	Fred E. Jacobs....	55	46	June 24, 1884	Jan. 4, 1909	Heart disease.....	4500	Wife, daughter & sons.
326	J. W. Schandorf....	54	11	Dec. 13, 1903	Jan. 4, 1909	Pneumonia.....	1500	Nettie I. Schandorf, w
327	J. P. H. Linkons..	32	229	July 4, 1906	Jan. 5, 1909	Right leg amput'd..	1500	Self.
328	Thos. Edwards....	59	193	Mar. 7, 1881	Jan. 5, 1909	Killed.....	3000	Mrs. Thos. Edwards, w
329	Dan Keefe.....	49	457	July 27, 1902	Jan. 5, 1909	Pneumonia.....	1500	Augusta Keefe, w.
330	John F. Maher....	60	150	Nov. 4, 1882	Jan. 6, 1909	Bright's disease..	3000	Lawful heirs.
331	Wm. H. Fagnans....	69	22	Mar. 15, 1891	Jan. 7, 1909	Heart & kidney dis.	1500	Sarah E. Fagnans.
332	John P. Smith....	44	478	May 8, 1902	Jan. 8, 1909	Consumption.....	750	Elizabeth Smith, w.
333	W. A. Anderson....	31	190	Mar. 6, 1905	Jan. 10, 1909	Killed.....	4500	Sophia A. Anderson w
334	Martin Cahill....	62	152	Dec. 13, 1894	Jan. 11, 1909	Cancer of tongue..	4500	Wife, son & daughters.
335	Walker Baugh....	65	417	May 9, 1892	Jan. 12, 1909	Killed.....	3000	Mrs. Walker Baugh, w
336	Art. E. Beverly....	31	112	June 25, 1905	Jan. 12, 1909	Killed.....	1500	Dora Beverly, w.
337	M. L. Wingfield....	58	401	Oct. 15, 1899	Jan. 13, 1909	Cancer.....	1500	Mary G. Wingfield, w.
338	R. C. McGinley....	41	229	Mar. 5, 1900	Jan. 13, 1909	Hemorrhage.....	3000	Ellen McGinley, w.
339	A. S. Dunbar.....	41	368	Feb. 18, 1899	Jan. 14, 1909	Heart failure.....	1500	Wife and son.
340	Jas. E. Moore.....	57	27	Dec. 7, 1890	Jan. 14, 1909	Smallpox.....	4500	Jennie B. Moore, w.

Total number of claims, 68. Total amount of claims, \$165,000.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Oct. 7, 1907	Alice E. Tibbitts, administratrix....	755	Edward Dodd.....	367	\$ 4500
June 16, 1908.	F. A. Bolton, guardian.....	988	Chas. Baguley.....	36	3000

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
June 23, 1908.	E. B. Garess	1004	F. R. Lee.....	194	\$ 3000
July 6, ..	John Jenkins, executor.....	1029	Chas. Baguley.....	36	1500
June 29, ..	Henning Leur.....	212	L. T. Deats.....	9	1500
Aug. 26, ..	Mrs. Mary Schuack.....	78	J. D. Ketner.....	29	750
" 29, ..	Mrs. Mary Smith.....	84	Sheldon Pierce.....	137	1500
" 31, ..	Mrs. Elizabeth F. Ketner.....	85	J. D. Ketner.....	29	1500
Sept. 2, ..	Mrs. Sarah A. Kearins.....	89	Sheldon Pierce.....	137	3000
" 3, ..	Gertrude St. John.....	92	Geo. A. Norman.....	251	1500
" 3, ..	Esther Stillman.....				
" 3, ..	Mrs. Jean Rogers.....				
" 3, ..	Thos. B. R. Miller.....				
Feb. 13, 1907.	E. A. Gilmore	102	Stephen Gotham.....	312	3000
Aug. 23, 1907.	Chas. W. Graham.....	103	C. W. Graham.....	87	3000
Oct. 25, ..	Wm. E. O'Hare.....	104	Wm. E. O'Hare.....	338	3000
Aug. 30, 1908.	A. C. Flory.....	105	L. Metcalf.....	177	1500
Sept. 10, ..	Mrs. Eva Griggers.....	111	E. Bolling.....	140	1500
" 10, ..	Mrs. Mary McCartney.....	112	Geo. S. Edwards.....	652	1500
" 11, ..	Mrs. Retta N. Lindsay.....	113	J. E. Horne.....	51	3000
" 11, ..	Mrs. Ida M. Kiehl.....	114	W. H. Morgan.....	148	3000
" 12, ..	Mrs. Martha J. Bradin.....	115	L. W. Stonebraker.....	467	1500
" 15, ..	Mrs. Martha A. Kennedy.....	116	W. A. Kempton.....	61	3000
" 15, ..	A. C. Jones.....				
" 15, ..	Mrs. Mary Ditzler.....	117	Daniel Shagle.....	562	2250
" 15, ..	Mrs. Louisa M. Bullard.....	118	G. H. Witherell.....	77	3000
" 16, ..	Mrs. J. C. Moyer.....	119	C. C. Bowen.....	250	3000
" 17, ..	Mrs. Letta C. Demarchi.....	121	W. D. Culbreath.....	230	1500
" 18, ..	Pat Berry.....	122	E. R. Manson.....	489	1500
" 19, ..	Mrs. G. A. Brown.....	123	Alfred J. Smith.....	615	1500
" 19, ..	Mrs. Ida M. Chalkley.....	124	O. D. Seay.....	26	3000
" 20, ..	Mrs. Mary T. Stone.....	125	W. A. Kempton.....	61	1500
" 20, ..	E. E. Barger.....	126	E. H. Finney.....	181	3000
" 21, ..	Mrs. John Fultz.....	128	John W. Gorman.....	7	1500
" 23, ..	Mrs. Kitty Fovington.....	129	T. E. Miller.....	154	1500
" 23, ..	Elizabeth Trider.....				
" 27, ..	Mrs. Jane M. Good.....	133	Ward Williams.....	66	3000
" 27, ..	Mrs. Sarah A. Sherrell.....	134	R. B. Atkinson.....	215	3000
" 27, ..	Mrs. J. E. Stewart.....				
" 28, ..	Mrs. Grace M. Yard.....	135	Chas. Higby.....	201	1500
" 28, ..	Mrs. Ella Roberts.....	136	L. C. Jones.....	84	1500
" 29, ..	Mrs. Flora Stanton.....	137	H. E. Camp.....	114	750
Oct. 1, ..	Mrs. Cora I. Miller.....	138	F. J. Keller.....	74	3000
" 2, ..	Mrs. Janette Henry.....	141	J. M. Harrington.....	33	1500
" 2, ..	Mrs. Robert Gray.....	142	E. R. Manson.....	489	3000
" 5, ..	Mrs. Alice Pratt.....	144	W. W. Woods.....	101	750
" 5, ..	Minnie R. Upright.....	145	Wm. N. Frazier.....	169	3000
" 8, ..	Ella White.....	148	E. C. Johnson.....	109	3000
" 8, ..	Jennie White.....				
" 12, ..	Sarah L. Hill.....	149	W. F. Olewine.....	421	3000
" 12, ..	John W. Kinney.....		F. J. Keller.....	74	1500
" 13, ..	Mrs. Nancy A. Lilley.....	150			

Financial Statement.

CLEVELAND, O., Jan. 1, 1909.

MORTUARY FUND FOR DECEMBER.

Balance on hand.....	\$133,605 89
Paid in settlement of claims.....	\$111,000 00
Surplus.....	\$ 22,605 89
Received by assessments 148-150 and back assessments.....	\$101,567 83
Received by assessments 213-216.....	465 65
Received from members carried by Association.....	941 35
Interest for December.....	361 00 \$103,335 83

Balance in bank Dec. 31, 1908..... \$125,941 72

EXPENSE FUND FOR DECEMBER.

Balance on hand.....	\$ 26,712 19
Received from fees.....	265 00
Received from special assessment.....	102 50
Balance.....	\$ 27,079 69
Expenses during month of Dec., 1908..	2,188 71
Balance in bank Dec. 31, 1908.....	\$ 24,890 98

W. E. FUTOH, President.

Statement of Membership.

FOR DECEMBER, 1908.

Classified represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid assessments 148-150.....	2,964	32,980	13,634	2,339
Members from whom assessments 148-150 were not collected.....	395	2,653	664	4
Members carried by the Association.....	3	148	318	25
Applications and reinstatements received during month.....		170	92	80
Totals.....	3,362	35,951	14,708	2,398
From which deduct policies terminated by death, accident, or otherwise.....	11	141	40	17
Total membership Dec. 31, 1908.....	3,351	35,810	14,668	2,381
Grand total.....				56,210

M. H. SHAY, Gen'l Sec'y & Treas.



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LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS
C. H. SALMONS, EDITOR AND MANAGER
301 SOCIETY FOR SAVINGS BUILDING CLEVELAND OHIO

Vol. XLIII

MARCH 1909

NUMBER 3

San Antonio, Texas.

As there is to be a reunion of members of the Brotherhood of Locomotive Engineers and the Ladies' International Auxiliary, with their families and friends, in San Antonio on March 29, 30 and 31, as per notice on page 66, January JOURNAL, the following pertaining to this old historic city

will be of interest at least to those who contemplate going to the reunion, and we trust it may be to the general reader as well, as, from an historic standpoint, San Antonio is the most interesting city in Texas, and is excelled by few cities on the continent for interesting and thrilling episodes in its nearly 200 years of struggle and growth to its present magnitude.



BEETHOVEN HALL, SAN ANTONIO, TEX., WHERE MEETING WILL BE HELD.—Photo. by Rothwell, San Antonio.

San Antonio is the county seat of Bexar county, and the largest city in the State. It is on the San Antonio River, 150 miles from the Gulf coast and about the same distance from the Rio Grande border at Laredo. This quaint and picturesque old Spanish city is beautifully laid out on a plateau 661 feet above the sea level, along both banks of the San Antonio, a few miles from where it bursts forth—at once a river of volume and great natural beauty—from hundreds of crystal springs, in a noble woodland park.

of 200 acres, left in its natural state of oak, pecan, and shrub growth, and contains miles of well-kept walks and drives. In this park there is maintained a rare collection of buffalo, deer, antelope, elk and other wild animals. San Pedro Springs is another favorite resort, with lakes, shady groves and an excellent zoo. Seventeen iron bridges span the serpentine windings of the river lined with beautiful trees in its 13 miles' course through the city, giving picturesque views at many points.



MAIN PLAZA, SAN ANTONIO, TEX.—Photo. by Rothwell.

Through the western part of the city runs a smaller stream flowing out of another group of sparkling waters, situated in a live-oak grove, known as San Pedro Springs.

There are 23 cultivated parks and plazas in the city, under the management of a park commissioner; and it is renowned for the exquisite beauty of its natural parks and the attractive features of its old Spanish plazas. Brackenridge Park, situated adjacent to the head springs of the San Antonio River, is a noble forest

The ancient Alamo (1718) in the heart of the city, San Fernando Cathedral (1734), Main Plaza, Mission Concepcion de la Acuna (1731) two miles from Main Plaza, Mission San Jose (1720) four miles south of Main Plaza, Mission San Juan (1731) six miles south of Main Plaza, Mission Espada (1731) eight miles south of Main Plaza, St. Mark's Cathedral (1749), together with the modern beautiful lawns embellished with every variety of flowering plants, pomegranates, crepe myrtle, lilacs, trailing roses, sweet peas, honey-

suckles, and other varieties of color and fragrance in bloom a large part of the year, together with spacious lawns and beautiful shade-trees, give the appearance of very attractive home life and, added to these beauty pictures, is the fact that San Antonio, like Rome, is built upon seven hills and sitting on one is surrounded by Beacon Hill, Laurel Heights, Tobin Hill, Alamo Heights, Government Hill, Prospect Hill and South Heights.

railroads of Texas. San Antonio becomes delightfully interesting with its many quaint characteristics of the old Spanish regime still to be found in the public plazas, fragrant with their tropical trees and plants, and famous for their Mexican chilli and tamale stands, and in the narrow streets in the old parts of the city, still called by their liquid Spanish names. The San Antonio club, country fishing and hunting associations, golf links and tennis grounds afford recreation



MISSION SAN JOSE, SAN ANTONIO, TEX.—Photo. by Rothwell.

The public buildings are in keeping with their surroundings, and the two beautiful cathedrals, nearly 60 churches, the seat of the Protestant, Episcopal and Roman Catholic bishops, 26 public schools, 25 private schools, Carnegie library, and suburban springs of great magnitude and curative properties, the city supplied with an abundance of pure spring water, a good street car system, in a delightful climate with an average temperature of 68 degrees, easy of access by the great trunk lines of

for the society world; the military reviews and artillery drills of the large garrison at Fort Sam Houston draw crowds of visitors; and the annual spring carnival and battle of flowers on San Jacinto day have made San Antonio as noted as the Mardi Gras spectacles have New Orleans. The history of this quaint old city takes one back into the period of fierce struggle for possession, and on into daring deeds that read like a romance.

The first Spanish settlement at San Antonio grew out of the fierce rivalry be-

tween Spain and France for the possession of Texas. There were probably temporary military encampments made on the site of the present city by the exploring expeditions of Alonzo de Leon and Domingo Teran, in the latter part of the 17th century; but the real beginning of the city dates from 1716, when the presidio (garrison) of San Antonio de Bejar (or Bexar, pronounced Bay-har), was established on the San Pedro Creek, within the present city limits, by Don Domingo Ramon.

was then called the Plaza de las Yslas and now constitutes the main plaza, they proceeded to establish the pueblo (or villa) of San Fernando de Bejar. The mission of San Antonio de Valero was afterwards, in 1774, removed half a mile farther east to the site still occupied by the historic chapel of that mission, known as the Alamo, and forever hallowed as the scene of the desperate and tragic struggle of March 6, 1836. From these various names of the presidio, mission, and pueblo, respectively, there has



MISSION CONCEPCION, SAN ANTONIO, TEX.—Photo. by Rothwell.

Two years later followed the Franciscan mission of San Antonio de Valero, and in 1722 both the presidio and mission are found firmly settled on the Plaza de las Armas, now the military plaza of the modern city. In 1730, under a royal decree issued with a view of colonizing the new military and religious settlement, 15 families were brought from the Canary Islands, the head of each raised to the dignity of a hidalgo, and all located adjacent to the presidio, where, around what

been evolved by some gradual blending process the modern name of San Antonio de Bexar, the affixed name having, under the State organization, been finally given to the country.

While Texas was a Spanish and Mexican province, San Antonio, called indiscriminately in those days San Antonio and Bejar, was most of the time the capital and always an important military station. During the long war of the revolution of Mexico against Spain, the old

city witnessed many scenes of fierce strife and cruel bloodshed. Revolutionists and royalists engaged in bitter contests for the possession of the city, amidst scenes of unparalleled atrocity. In 1811 the head of Nicolas Delgado, a prominent adherent of the revolutionary party, was stuck upon a pole on the main street, after his cruel execution by order of the Spanish governor, Salcedo. On March 29, 1813, the battle of the Rosillo was fought a few miles from the city, in which the royalist army, under Gov-

was defeated on the heights of the Alazan, one mile west of the city, after a desperate battle, by the revolutionists and Americans under Gutierrez and Colonel Perry.

The famous Spanish general, the Marquis of Arredondo, now marched on San Antonio with a new army of 2,000 men, and August 18, 1813, met the republican forces commanded by Toledo and Perry, near San Antonio, on the Medina, and after a furious contest defeated them amidst frightful carnage. Arredondo im-



CITY HALL, SAN ANTONIO, TEX.—Photo. by Rothwell.

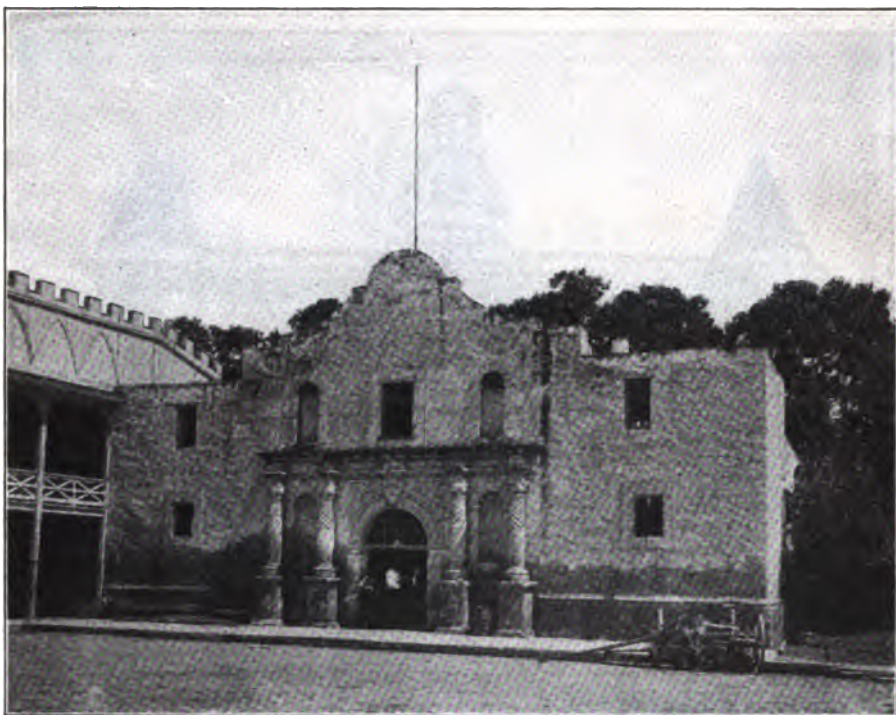
ernor Salcedo, was defeated with the loss of 1,000 men, by Mexican revolutionists and American adventurers under Gutierrez and Kemper. San Antonio at once fell, and a junta of revolutionary chiefs ordered butchered immediately in cold blood, in revenge for the execution of Delgado, the governor, Manuel de Salcedo, Governor Herrera of New Leon and 15 other Spanish officers who had surrendered. On June 4, 1813, General Elisondo with a royalist force of 1,500

mediately entered the city with his triumphant army, and proceeded to make the most cruel exactions and bloody reprisals upon the patriot population. Private property was confiscated; 600 citizens were crowded into narrow and unwholesome prisons, where many died through suffocation; others were at once shot, including all the male members of the Delgado family, not sparing even a boy of nine years; hundreds of women of the best families were impris-

oned in the Quinta and compelled to grind corn for Arredondo's army. These bitter contests and periodical revolutions nearly ruined the city; and it was not until the independence of Mexico was finally won in 1821 that its prosperity began to revive. By 1823 its population had increased to nearly 5,000.

In 1835 the revolution of Texas against the dictatorial government of Santa Anna (pronounced Sant' Anna) broke out. A Texan force of 800 men under

assisted by such heroic spirits as the renowned frontiersman, Davy Crockett of Tennessee, James Bowie, who had lived several years in San Antonio and had married there Governor Veramendi's daughter, and the chivalrous Colonel Bonham of South Carolina. The dictator, Santa Anna, in February, 1836, completed his vast preparations for retaking San Antonio, and marched from Monclova with a force of nearly 6,000 men, the elite of the Mexican army. Learning of his near



THE ALAMO, SAN ANTONIO, TEX.—Photo. by Rothwell.

Burleson and Milam advanced upon the city, then under the command of General Cos, with an army of 1,400 men, and after a siege of a month, the city was gallantly stormed by the Texans, losing in the assault their courageous leader, Ben Milam. On December 10, 1835, Cos surrendered his entire command, with 21 pieces of artillery, and large stores of ammunition and supplies. During the succeeding winter the city was held by a small force of Texans under the command of Wm. Barrett Travis,

approach, Travis, with 145 men, subsequently increased by volunteers to a total of 179 men, retired from the presidio on the military plaza and established his little command in the abandoned mission-fortress of the Alamo. Santa Anna took possession of Bejar February 23, 1836, and rapidly completed the investment of the Alamo, surrounding the mission on all sides. He had three brigades of infantry under Generals Sesma, Tolsa, and Gaona, a cavalry command under Andrade, and ample siege artillery di-

rected by General Ampudia. The hardy Texans had not only their deadly rifles to depend upon, but also 14 pieces of artillery which had been mounted by the Mexican predecessors on the church itself and on the walls surrounding the rectangular court of the mission. These walls have long since disappeared, but the site of this court is the northern part of the present Alamo plaza. Here, then, for 10 days, took place the most memorable, thrilling, tragic, and sanguinary siege in American history; 179 indomit-

there being no survivors of the dreadful massacre but two women, two children, and two servants. Santa Anna's total losses in this desperate siege were estimated by Alcalde Ruiz, who superintended the burial of the dead, at 1,600, of which over 600 were killed or died of wounds.

It was on this sacred spot, thus baptized by the blood of heroes, that San Antonio elected to receive President McKinley on the occasion of his visit in 1901, and there to tender the Chief Magistrate



ALAMO PLAZA, SAN ANTONIO, TEX.—Photo. by Rothwell.

able American frontier riflemen against an army of 6,000 brave and disciplined troops, led by veteran officers. After many desperate assaults and bloody repulses, on March 6, 1836, four storming columns of 2,500 picked troops, led by Cos, Duque, Romero, and Morales, amidst death-dealing volleys and horrible carnage from the murderous rifles and artillery of the Texans, finally succeeded in scaling the walls. The heroic defenders fought desperately hand to hand, from wall to courtyard and courtyard to buildings, until the last man perished,

of the country the enthusiastic welcome of its people. In 1840, 65 Comanche Indians came into the city to enter into negotiations with Texas commissioners for a treaty of peace. A row broke out in the council house over the surrender of white prisoners; fierce fighting began in the building and continued into the plaza and streets until 32 Indian warriors were killed and all the rest of the party captured. Seven Texans were killed and eight wounded in this bloody contest. In the fall of 1840, 18 dead bodies were brought in from edge of town and laid out

in the court house. Nineteen young men had gone out riding for pleasure and had been surprised by a sudden attack of Indians and all had been killed but one, and their bodies left stripped and horribly mutilated.

Mexico still kept up hostilities against the new republic, and September 11, 1842, a Mexican army of 1,300 men under General Adrian Woll surprised the city and captured it, making prisoners of 52 of the most prominent citizens, including the venerable judge of the district court

The war with Mexico ending in the treaty of Guadalupe, Hidalgo in 1848 put an end to Mexican invasion and insured the safety of the future of San Antonio which, since its founding, has been under the Spanish, French, Mexican, Mexican charter, flag of Texas, Federal Union, United States, Confederate, and now the emblem of unity, the Stars and Stripes.

The Alamo is still as near the hearts of the people of Texas as when "Remember the Alamo" was used to inspire its



MASONIC TEMPLE, SAN ANTONIO, TEX.—Photo. by Rothwell.

and the entire bar of lawyers. They were driven on foot in front of mounted guards, a cruel and toilsome march of over 1,000 miles, and imprisoned at hard labor, chained together in couples, for nearly two years in the castle of Perote, in the state of Vera Cruz. Woll, who had remained in San Antonio with his main army, was badly defeated a few days later by Colonels Hays and Caldwell and 220 Texans, in a desperate battle on the banks of the Salado, five miles east of the city, and was obliged to beat a hasty retreat into Mexico.

soldiers. The Daughters of the Republic of Texas, descendants of the heroes and early pioneers of Texas, have an extensive association, organized in 1891, to perpetuate the memory and spirit of the men and women who have achieved and maintained the independence of Texas; to encourage historical research into the earliest records of Texas, especially those relating to the revolution of 1835 and the events which followed, and to foster the preservation of the Alamo, relics, etc.; and, in this direction, have demanded that the State turn the Alamo over into

their keeping. So, there is plenty to interest the visitor interested in ancient and modern history, to enjoy the beautiful, the climatic excellence, and the hospitality of San Antonio.

We are indebted to Bro. John A. Shirley for the photographs from which the half-tone illustrations were made. Our references were manuscript from Brother Shirley, San Antonio de Bexar, Corner; Bancroft's account of the Storming of the Alamo, Fall of the Alamo, Memoirs

he stuck the stem in a convenient hole in his mouth where a front tooth was missing, puffed contentedly, and observed:

"St. Path ick's Day comes on Chus-day."

The door was open, for the day was warm, and Mrs. Malloy at the washtub heard and spoke:

"Sorrow an' woe!" she said. "Sorrow an' woe!"

"For why?" demanded her husband.

"Me heart near breaks whin St. Path-



U. S. POST-OFFICE, SAN ANTONIO, TEX.—Photo. by Rothwell.

of Mary A. Maverick, one of the first white women to live in San Antonio, Spanish documents, etc., Edwin H. Terrell in *Americana*, Standard, and Johnson's *Encyclopedia*, San Antonio *Dispatch*.

C. H. SALMONS, Editor.

St. Patrick's Day in Ireland.

Ould Pathrick Malloy sat on the front stoop, ramming a forefinger into the bowl of a black dudheen. When the tobacco had been properly tamped in and lighted,

rick's Day comes round," she said. "Yez have not forgot?"

"Faith I have not," said Pathrick Malloy solemnly, albeit his eyes twinkled. "Nor will I—colleen!"

It was many a year since Mrs. Malloy had heard that dear word. Something like a blush mantled her round and steam-wet face as she rested her hands on sturdy hips.

"Ye always was the bhoy for the blarney—ma boughal!" she said, and turned back to the tub.

"Ye are wonderin' what it is we have not forgot," continued Pathrick Malloy, jerking a thumb over his shoulder in the direction of his wife. "'Twas another St. Pathrick's Day, long ago in Tralee, County Kerry. Ye'll understand whin I tell ye why it is we have not forgotten.

"I was woke airly that mornin' by the band goin' by playin' 'Wearin' o' the Green.'

"I jumped out o' bed an' inta me cios', an' along wit other young folks I follied

the clusters of leaves grew. An' Katie was wit me.

"Whin we had found thim, each pinned the leaf on the other, wit a bit of green ribbon to back it, makin' a great fuss an' ado as young folks do whin they're courtin'.

"Thin back we wint, hungry for breakfast. An' afther breakfast, mass, for St. Pathrick's is a holy day. I remember how Faather Fallon looked that day, thryin to be solemn, but his eyes laughin',



OUR LADY OF THE LAKE ACADEMY, SAN ANTONIO, TEX.—Photo. by Rothwell.

the band all over Tralee to such pritty chunes as 'St. Pathrick's Day' and 'The Harp That Once Through Tara's Hall.' Irish chunes are the prittiest in the wurld.

"Thin, by and by, whin the band was so tired it wud play no more, we all, lads and lassies, took to the fields to hunt for shamrocks. We hunted in pairs, each boy wit a swateheart, follyin' the long shamrock roots that crept through the grass that was all wet wit dew to where

and a bit of shamrock under his robe.

"What dhrinkin' and feastin' there was! What visitin' among neighbors! What paradin' of the sthreeets!

"Thin come night—and the cross-roads dance! Niver heard of a cross-roads dance? Och, me bhoy, ye have never danced.

"We met at the cross-roads, an' Katie was there. An' Shaughnessey wit his melodian. A great musician was Shaughnessey. He leant up agin the post wit

the hand pointin' to Tralee two miles away, an' pumped that melodian till ye'd a thought the thing would ha' exploded. Which it did not.

"We had jigs an' reels, an' I forget now what all, till the moon was high an' filled all the countryside wit light. An' by and by 't was time for the dancing down. Niver heard of it? Wisha, me bhoy, I said ye had never danced.

"The limestone road was smooth an' hard as any ballroom floor. Us lads carried our blackthornes undher our

"An' dance I did till the sun come up, an' all the rest was down but Katie, whin all of a sudden she stopped and leant agin me shoulder, an', 'Pat,' she says, 'I can dance no more; I'm fair dead to sit down.'

"An' before another St. Patrick's Day come round, thanks to Faather Fallon, the good soggarth who married us, I was the husband of the prittiest gurril in Tralee. Eh, Katie?"

"Go'wan, ye trifier!" said Mrs. Malloy from the washtub. — *Cleve. Plain Dealer.*



CARNEGIE LIBRARY, SAN ANTONIO, TEX.—Photo. by Rothwell.

arms; the lassies carried flowers.

"Have ye iver danced six hours wit'out a stop? Now an' thin some wan would stop and sit down by the roadside, winded an' laughin'. The night wore on, an' still we danced, and none was fresher than Katie.

"'I'm dancin' for ye,' I said, jiggin' heel an' toe, for I had not yet spoke the wurrd, bein' bashful. 'I'm dancin' for ye, colleen,' I said.

"Thin ye'll dance till sun up, ma boughal,' says Katie.

An Army in One.

BY J. LUDLUM LEE.

(Copyrighted, 1906, by C. H. Sutcliffe.)

The snow had been falling for hours. The air was heavy with dampness, and the streets were crowded with children, glad of the storm, as it offered them an opportunity to use their sleds. And at last here was the snow they had prayed for!

In the middle of High street a snow-ball fight was in progress. A motley

crowd of youngsters had made hundreds of snowballs, and they were ranged on both sides of the street in "gangs." The recruits were lined up ready for action when a sleigh turned the corner.

"Cheese it, fellers!" came from the leader of one side. "Here comes the Salvation Army!"

"Beat it! Beat it!" screamed the leader of the opposite forces. And in rank disorder both sections disappeared around the corner and in doorways.

driver. "Couldn't say how long that'll be, could you?" he continued.

"I didn't see any army," said the driver, smiling at the lad.

"Ah, go on," said the youngster. "That's what we calls her—Miss Murtha. We calls her the Salvation Army, 'cause she's saved more sick and dyin' around these alleys than a reg'lar army, so that's our name for her. Pa and ma, they calls her Miss Murtha, but the "gang" calls her Salvation Army."



WEST TEXAS MILITARY ACADEMY, SAN ANTONIO, TEX.—Photo. by Rothwell.

A passerby might have looked in vain for the sight of the Salvation Army. The sleigh drove up in front of a little cottage in the row, and a young girl, muffled in furs, got out, gave some directions to her driver and went into the tumble-down home.

Members of the "gang" began to reappear, and one particularly brave boy stepped up and patted the horse.

"We wus just gettin' ready for a fight, but guess we'll have to wait for the army to go home," he said to the

Inside the cottage Miss Murtha had laid aside her coat and was ministering to a sick child. Her furs were thrown carelessly over a kitchen chair, and she drew up another by the side of the bed.

"Now, Mrs. Quinn, go and take a little rest. I'll sit with Jimmy until the doctor comes. I stopped on my way and told him to come around. I'll heat some broth for Jimmy and do everything that is necessary."

The weary mother went to an adjoining room without any protest. Miss

Murtha heated the broth and stared anxiously at the little fellow. She walked to and fro watching the window in hopes of seeing the doctor, but he failed to appear. Going to the door, she called to her driver, who was still in deep conversation with the boy.

"Elston, you'd better drive around to the doctor's and bring him back with you. Tell him he must hurry. Take Michael along with you to hold the horse while you go into the office," she added

Elston, but he tickled the horse with his whip, and they spun around the corner before much damage was done. They were gone only a few minutes, as Dr. Cosgrove lived within a few blocks of High street. The time was spent in renewing ammunition, however, by the boys who were left in the street.

Elston returned with the doctor, and Michael snugly tucked between them. Suddenly a well-aimed shot struck the little fellow in the left eye. With a



HOT SULPHUR WELLS BATH-HOUSE, SAN ANTONIO, TEX.—Photo. by Rothwell.

as she saw the rosy-cheeked lad gaping at her.

The sleigh and its two occupants started to turn around. The recruits had all returned by this time, and seeing one of their leaders about to desert them, joined forces against him. With one accord they rushed to the piles of hard snowballs.

"Sock it to him! Right on the cocoa!" they yelled.

The orders were carried out to a T. Of course some of the balls hit the dignified

scream he turned, but too late. The blood poured down his cheek as the doctor picked him up in his arms and carried him into the house, where Miss Murtha was waiting for him. She met them at the door in time to have seen the accident. Stepping out in the yard, she called the boys to her.

"Who hit Michael? I want to know at once. You ought to be ashamed of yourselves, when you know his little brother is so sick. Who did it, I say?"

Had they been lined up for military

orders they could not have replied with more even accord. Twenty voices answered:

"I done it."

Surely there is honor on High street if money is scarce.

Miss Murtha proceeded to lecture them and assured them that she would be out again in a few moments and wanted every one of those snowballs to have disappeared by that time. The boys stood in a group discussing how best to get rid of them, as they were frozen like ice.

doctor was beside Jimmy's bed, while Miss Murtha was holding a piece of ice on Michael's cut.

"Does it hurt much now, Michael?" asked Miss Murtha as she bathed the wound, which proved to be not very deep and of no consequence.

"'Tain't nothin', Salvation," said the child. His eyes sparkled as he continued: "Gee, but that was a swell ride I had in the sleigh, just like a real gentleman. It was worth a biff in de eye. I'll do it agin if I git the chanct."



MEINGER HOTEL, SAN ANTONIO, TEX.—Photo. by Rothwell.

"I tell you what, fellers, let's start a fire and melt 'em," said one clever youth.

No one ever knew where the front gate that belonged to the Quinns' fence disappeared, and it was a comment among the neighbors that Mrs. Mulqueen's kitchen shutters were stolen that same day, but the snowballs were duly melted, and the gangs sauntered toward Smith's hill for a few coasts with their new sleds.

Inside the cottage Dr. Cosgrove and Miss Murtha had barely spoken. The

"Kitty, take him out of the room," said the doctor softly. "And maybe you'd better call Mrs. Quinn. Jimmy has fallen asleep, and I don't want him roused."

Michael left the room without the assistance of the Salvation Army, and Miss Murtha went to call Mrs. Quinn. They left the sick child in care of his mother, and Miss Murtha dismissed her driver and drove the doctor to his home.

Dr. Cosgrove looked at the girl beside him. Even a casual observer could

see the admiration in his eyes. His very look bespoke his love for her.

"Kitty, I wish you would not expose yourself to these diseases. That child has typhoid, and I simply forbid you to go there again," he said, with some emphasis.

"Indeed, doctor, since when were you appointed my guardian?" Kitty answered, with a scornful raising of her upper lip. "I'll go where I please."

Nothing more was said until they drove up to the door of the doctor's of-

She walked a little nearer to him. He roused.

"Kittie! Where am I?" he said as he shook himself and sat up.

"You are here in Mrs. Quinn's parlor, Roland, and I am sorry I was cross with you yesterday," she answered meekly.

"Kitty, darling, won't you promise me to give up this missionary work and take care of me only? I need you, dear, so much," he pleaded.

"Yes, Roland, I will, because I love you more than all the others put to-



SOUTHERN PACIFIC RAILWAY DEPOT, SAN ANTONIO, TEX.—Photo. by Rothwell.

fice, and then only curt goodbys were uttered. The next morning Kitty was at the Quinn cottage to hear that the doctor had been there all night with Jimmy and had finally fallen asleep on a couch in the dingy parlor. He had pulled the little fellow through the crisis.

Kitty stepped in and looked at the sleeping form of the man who had loved her so long and faithfully. He had forbidden her to come again, yet he would sit up all night with a sick child from whose parents he would never get a fee.

gether," she answered as his arms went about her and their lips met.

Just then Michael's shining face appeared at the door, but with the honor of the alley he cried:

"I didn't see nothin', Salvation, honest!"

The King's English.

BY GEORGE M. A. CAIN.

(Copyrighted, 1908, by Associated Literary Press.)

Time was when Nellie More enjoyed two distinctions above the other pretty

girls who sold everything conceivable from the counters of the big store on Sixth avenue. The first of these distinctions was that of being the cleverest manipulator of the latest slang. The second was that of being Michael Maloney's "steady company."

When Mike had arrived from the Emerald Isle and had been made a clerk in the branch of the Amalgamated Tea Stores Company all on the same day he had been easily persuaded by some

it was the snap and go that marked all she said and did.

At all events, Mike and Nellie were "steadies" from that evening forth. In another sense Michael Maloney was as steady a young man as ever became a citizen of New York, and when he was promoted to the position of manager in the branch store, being his sweetheart became a real distinction for Nellie.

But shortly after Michael's promotion Nellie acquired a new distinction which



INTERNATIONAL & GREAT NORTHERN DEPOT, SAN ANTONIO, TEX.—Photo. by Rothwell.

friends who had preceded him into the land of freedom to attend a dance of the Moonlight Athletic Association in the evening. There Nellie had seen him and, seeing, had been—well, impressed.

"Who's the new harp?" she had asked with well disguised interest, whereupon she was duly presented to "Mr. Maloney, just over from Dublin."

Perhaps it was the unconventionality of her conversation that attracted the young Irishman from the start. Perhaps it was her fresh, young beauty. Perhaps

entirely eclipsed one of her old ones and certainly went far toward finishing the other. It all began innocently enough. No one would have suspected the results when she borrowed one of her favorite author's novels. There was no sign of danger until she had got well on toward the end of the book.

In fact at the middle of the second page the girl had handed the volume back to its owner, with the comment, "I can't dope out this talk." But the other had urged perseverance, assuring

Nellie that she would get used to the "swell guy talk" of the story and that the tale itself was "somepun grand."

And, sure enough, at page 223 Nellie was shedding real tears over the sorrows of the heroine. She nearly forgot to wait on customers, so absorbed had she become. The worst of it was that she had become fascinated with the "swell guy talk" itself. At the end of the book she began anew to study the lofty phrases of the empty conversations, for she had been converted to the idea that really nice people used that sort of language instead of the very lucid style of her past colloquies.

She instituted a process of self-reformation. She suddenly forsook the dances of the Moonlight Athletes. She went to night school classes in English. She attended lectures on English at the settlement house. Her progress in the improvement of her conversational style was a thing to delight the hearts of the settlement workers.

In two weeks she had got so far that instead of remarking that it was a "swell day" she imparted to Mamie McDonnell that "the sun bids fair to shed its illuminating rays unimpeded by nebular obstacles."

Mamie promptly admonished her to "come off the roof." One by one her old friends forsook her and left her to the society of a pocket dictionary and a grammar—and more of her author. Her little brothers and sisters took to spending their evenings on the sidewalk beyond her correcting influence—and palm.

Her father and mother openly sighed in relief when she sallied forth to attend her classes. But all these things only added zest to her earnestness by giving it a flavor of martyrdom. She had the making of a real reformer.

It was when she undertook to reform Michael that she waded in the waters of real sacrifice to principle. Michael did not yet know how to wield the East Side slang, but he had a brogue that could be cut only with an ax, and that brogue was incompatible with Nellie's new ideas of the refinement that must mark her future home.

At first she explained her lofty ambitions to her lover. He assented rather vaguely to the proposition. He even agreed to help her upward move, but his interest began to languish when she corrected his pronunciations.

For awhile he would repeat his words a second time with solemn earnestness. Then he merely said "all right" to her interruptions of his disquisitions and went on with what he was saying. He was hard hit by Cupid's arrows and was willing to stand for a good deal.

But on the evening when he had screwed up his courage to the point of



BRO. O. E. LONG, JR., CAYUGA, IND., MEMBER OF
SUBDIVISION 245, CHARLESTON, ILL.,
Who was admitted to the bar at the last term of the
Circuit Court of Vermillion County, Ind.

asking that their relation as "steady company" be changed to that of a real betrothal, in spite of his misgivings about the recent changes in her makeup, she made a fatal mistake.

"Don't call me 'swatehear-rt,'" she said petulantly. "It should be pronounced 'sweetheart.'" His whole declaration of unbounded love had been given in language very different from that of similar declarations in the works of her favorite, and she felt disappointed.



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His response to her correction must have been even more disappointing. The brief expletive used was more enlightening to Nellie than any other words could have been. It showed her that in her beautiful programme of home refinement, of polite conversation, of high thinking and speaking, Michael Maloney was incapable of taking a part.

Promptly she explained to him that she felt convinced that future years would find them happier for avoiding the error of continued friendship. The venture of matrimony would be perilous where dispositions were so widely at variance. She hoped that he would remember her as she would remember him, etc. She had a good deal of her author by heart.

From all of which Michael gathered that he was being turned down. He walked away, his big shoulders stooped, his red locks drooping over his freckled face. And Nellie walked the other way, her back very straight, her "Merry Widow" hat very high over her eyes, which showed a strong suspicion of moisture.

No more did she suggest to her mother that she needed exercise when she came home in time to hear one of the younger Mores being sent on an errand to the tea store.

No more did she arrive at that emporium of close-priced groceries just at the hour of closing. No more did she walk the shaded bowers of Stuyvesant square leaning upon Michael Maloney's manly arm, not for awhile. She spent a still greater amount of her spare time at the settlement house, improving her English for awhile.

It was one Saturday afternoon in July that she sat in a front seat in the lecture hall of the institution for the improvement of herself and other Nellie Mores. A very famous authority had condescended to speak to the children of the slums, and up to one remark Nellie sat very erect and tried to look wise and not wish she was down at Coney Island with Michael Maloney.

After the making of that remark Nellie sat rather limp, looked toward the door and wished she were away almost anywhere. The great authority had

stated distinctly that "the very best English spoken in the world is that of Dublin, Ireland."

With the directness of the American girl under such circumstances, she made her way boldly to the tea store just at the time when the clerks had gone home and Mike was there. She invested in a can of corn. Then she asked Michael if he would accompany her home.

As soon as they were started she began her apology. "Michael, it is my desire to request your pardon for my own grievous errors as to your use of



BRO. J. E. PHELPS, MEMBER DIV. 4.

See Page 109, February JOURNAL. Half-tone picture not delivered in time to accompany article.

English. I have learned today for the first time that the inhabitants of the city of Dublin are the best examples of the correct usage of your mother tongue."

"Is that so?" asked Michael, the hopeful look fading, then swiftly returning as he looked at her. "I niver gave much thought to the quistion. There is another matter as is worritin' me a lot more. Will ye marry me, Nellie More?"

"Yes, Michael." She still held out for the full name.



GROUP OF MEMBERS OF G. I. A. DIVISION 412, NEW LONDON, CONN.—Courtesy Marie G. Scriber, Cor. Sec.

It was somewhere near Fort Wadsworth that he pressed her little hand to his lips for the twentieth time as they sat in a secluded corner of the Coney Island steamboat. It was about the same place that he ventured to risk the truth.

"Nellie, me darlint, maybe ye won't be takin' me afther all. But Oi cudden't be lying to ye. Oi nivver saw Dublin in all me life. Sure, Oi come from Cork."

Nellie did not withdraw her hand. She gave the first real hearty laugh that had passed her lips in months.

"Aw, quit yer kiddin'," she said gayly. "I've got troubles of my own thinkin' what a dub I've been. Why, Mike, I'd love you if you was a Dutchman."

Benton's Comedy.

BY FREDERICK WHITE.

(Copyright, 1907, by Frederick White.)

When Benton's comedy was published in a leading magazine no one was more surprised than Benton himself. Of course he had received the editor's acceptance and a week or two later a very satisfactory check, but the full realization of what it meant did not come to him until after months of waiting he saw with his own eyes his own work under his own name. It was the first time, and Benton felt a certain responsibility.

Many a man has had the same feeling on the birth of his first child, and Benton was simply experiencing some of the pride of fatherhood. For a time he struggled with the desire to adopt literature as a profession, but as the weeks passed and he failed to find himself heralded as a genius, saner thoughts prevailed. Woolen goods were in demand, and so were his services as a salesman. Some months afterwards he received this note:

"MY DEAR MR. BENTON—At the request of the Hillsdale Dramatic Club I write to ask your permission to use your play, 'Maids and Widows,' at our mid-winter entertainment for the benefit of the Orphans' Home of this place. We have all read your comedy with great interest and appreciation and think it just

what we need for our purpose. Trusting that you will grant our request, believe me, very cordially yours,

ELIZABETH RANKIN VAN CLEAVE."

Benton felt very much gratified when he received this note. He was appreciated, after all. He at once indited the following reply:

"MY DEAR MISS VAN CLEAVE—It will afford me the greatest pleasure to give you permission to use my play for the benefit of the Orphans' Home. It is always gratifying to find one's work appreciated, and I assure you that the Dramatic Club has my best wishes for a successful representation of 'Maids and Widows.' Very sincerely yours,

JOHN AUSTIN BENTON."

He wondered if the members of the club would gather about Miss Van Cleave and regard the signature of the well-known author and playwright with awe, and he began to think of writing a four-act tragedy. One morning he was agreeably surprised to find another letter in the handwriting of Miss Van Cleave.

"Thank you so much," she wrote, "for letting us use your play. We have had two rehearsals, and everything seems to be going nicely. Will you please tell me if Alice is supposed to fall in love with Henry at the breakfast table, or is it when they are on the way to the golf club? I am to play Alice, and I do so want to make a success of the part.

"By the way, I find my aunt, Mrs. Baker, is an old friend of your mother's. Is it not strange how small the world is after all?

"Do you consider it necessary for Henry to kiss Alice in the last act, as the book says?"

Benton whistled as he perused this note. He remembered having heard of his mother's friend, Mrs. Baker, and this must be her niece, the beautiful Miss Van Cleave.

That evening he wrote the following letter:

"DEAR MISS VAN CLEAVE—In my opinion Alice did not fall in love with Henry at the breakfast table. That would be asking too much of any girl.

Eleven o'clock and the golf club is a different matter.

"Under the circumstances I should consider it necessary for Henry to kiss Alice. He really could not help it, you know, for Alice is a charming girl.

"I am glad that the play is progressing well and wish you every success. Sincerely yours, JOHN A. BENTON."

On Tuesday evening Benton received a note from Miss Van Cleave inviting him to run out to Hilldale the following Saturday to witness the presentation of his play and also to spend Sunday with them. Mrs. Van Cleave spoke of her sister's friendship for his mother, and in closing stated that he would be met at the station by some member of the family. A convenient train reached Hilldale at 5:30 o'clock, giving him time to dress for an early dinner.

Benton accepted at once and spent the intervening hours in wondering if the author would be called upon for a speech. On Saturday afternoon he boarded the train, suit case in hand. All the way to Hilldale he wondered if Miss Van Cleave would be the one to meet him. It was only an hour's run from the city, and soon Benton stood upon the platform. He looked about him, noting the well kept, prosperous appearance of the place and the many handsome traps and carriages awaiting their occupants. A groom in surprisingly tight breeches came up to him and, touching his hat, inquired. "Mr. Benton?"

"Yes," said Benton. "Mrs. Van Cleave's carriage?"

"Master Harry awaits you in the dog-cart, sir," replied the man, possessing himself dexterously of Benton's luggage and leading the way across the platform. Benton followed. A boy of 16 or so was endeavoring to calm a mettlesome cob that was trying to see how straight he could stand on his hind legs without falling over backward.

"Chuck those things in behind, Burns, and get to his head," he ordered. "Howdy-do, Mr. Benton? Excuse my not shaking hands, and climb in."

Benton waited for a moment of comparative quiet and then climbed in. He

was not accustomed to a horse like this, and the boy noticed it at once.

"He hasn't been out for a week," he explained, "and he feels good. Let him go, Burns." And, with a plunge, they started, the well trained Burns clutching the rail and swinging up behind with the greatest imperturbability. Once on the straight road leading from the station the cob settled down to a good steady gait, and Benton began to enjoy himself. Young Van Cleave was surprisingly easy for one of his years and kept up a constant flow of talk.

"That's a corking good play of yours, Mr. Benton," he said. "I'm going to be James, and I'm dead letter perfect. Got my clothes last night, and Aunt Fan thought I was the new man and asked me to get her a glass of water. Say, can't James come on in the last act with a letter or something?"

Benton good-humoredly said that he thought it might be arranged, and inquired who was to play Henry.

"Oh, Artie Brown, and he thinks he's the whole show. Wanted to kiss 'sis' every rehearsal. Said he didn't want it to go wrong the night of the play. Sis couldn't see it and said she thought that was something a man of his experience could do without rehearsing. Rough on Artie, for he knows it all and likes to have people think he's a regular 'killer.' Whoa, boy! Easy now," to the cob as they turned into a private roadway and whirled up to the steps of a fine old colonial house.

The groom was at the cob's head before they really stopped, and Benton climbed down and followed young Van Cleave into the house. Mrs. Van Cleave welcomed him cordially and introduced him to her daughter and the members of the house party, some of whom were to take part in the play. Miss Van Cleave showed him the music-room, where the performance was to be held, and exhibited the stage, which was already set for the first act.

"Do you not feel very important," she asked, "when you consider that you are really responsible for it all?"

"No," said Benton. "I cannot say

that I do. After all, the real responsibility rests with the players."

"You cannot shirk your share so carelessly," she said, laughing. "Stand or fall, you are one of us in this, and I shall see that you receive your full measure of praise or blame."

"Let us hope, then, that it will be



"I SHALL NOT BE DISAPPOINTED IN YOU."

praise—for all our sakes," he said, with an admiring look at her.

"Seriously," said Miss Van Cleave, "I do hope you will not be disappointed in us, and you must not be too critical."

"I shall not be disappointed in you," he replied decidedly.

While Benton was dressing for dinner someone knocked at his door.

"It's me—Jack. Can I come in?" said that ungrammatical young man in an excited tone of voice.

Benton opened the door and inquired what the trouble was.

"Here's a go!" said Jack. "Artie Brown has busted his leg or something and can't act. Sis is having a fit, and the others are just wild. It's too late to put it off, and what are we going to do?"

"Is there no one else to take the part—no understudy?" inquired Benton.

"No one knows it except the prompter, and she's a girl. Father has just come in, and he's tearing his hair. He plays the old man, you know. Got a bald wig and whiskers, and he'll die if he can't wear 'em. Say, what can we do about it anyhow?"

Another knock at the door, and Mr. Van Cleave, Sr., appeared.

"Pardon me, Mr. Benton, for introducing myself in this unceremonious manner," he said, shaking hands, "but this is a serious matter. The tickets have been sold, and it is too late for any postponement. My daughter has suggested that possibly you are sufficiently familiar with the lines to take the part, or, failing that, to read it. It is asking a good deal, I know, but if you could possibly do it it would be a great relief to all of us, besides helping us out of a very embarrassing predicament."

Benton's head whirled. It was an unexpected role that he found himself called upon to play. It is one thing to watch others act and quite another to do it oneself. However, he was a self-reliant young man, and, as it happened, he was familiar with the part of Henry.

This was the character into which he had put his own individuality. Step by step and situation by situation he had made Henry act and talk as he himself would have done under like circumstances. So, while it would have been almost impossible for him to take any other part without preparation, in this case he felt that he might venture upon it without danger of absolute failure. It was a risk, but under the circumstances he did not feel justified in refusing.

"I think I might do it after a fashion," he said gravely. "I should like to have a glance at the book, and I shall have to look to you all to help me out with the business."

"You may count on us for every assistance in our power," said Mr. Van Cleave. "It is a great relief, and you are placing us under a lasting obligation."

"I hope you will be able to say as much after it is all over," said Benton,

the accident and the request that the audience would kindly overlook any lack of smoothness in the part of Henry, as the gentleman who was to play it had stepped into the breach at a moment's notice. Then after a few hurried words of direction from the stage manager, two very flurried young people took their places for the opening scene and the curtain went up.

Now, there are certain psychological processes which prevail under certain



BEAUTIFUL HOME OF MRS. J. G. NENO, GULFPORT, MISS., WIFE OF OUR LATE BRO. J. G. NENO, WIDELY KNOWN AMONG MEMBERS OF THE ORDER.—Courtesy Bro. E. A. Bolling, F. A. E. Div. 140.

"but in any event I will do my best."

Jack brought him the clothes that the unfortunate Arthur was to have worn, and they proved to be a very presentable fit.

Before the curtain was rung up Benton found time to go over some of the more important scenes of the play. He was very much relieved to find himself quite at home in both lines and situations.

A short time later he stood in the wings listening to the announcement of

conditions. We are mystified by their apparent unaccountability. We raise our hands in helpless incredulity and exclaim, "How inexplicable!" when there is nothing strange about it if we remember that youth and propinquity work hand in hand to carry out the universal behest. One each at least of these processes and conditions confronted Benton as he stood on the lawn before the clubhouse an hour later. He had done well, and he felt strangely exalted. He knew he was John Benton, but it was a new

personality that cloaked him. He was in love—in love with a girl whom he had met yesterday for the first time—or was it today? He was waiting—waiting impatiently and giving voice to his inmost thoughts in words that were strangely familiar. He saw her coming slowly through the trees and started forward to meet her. They seated themselves on the club-house steps. They fenced with each other lightly, but with an undercurrent of feeling. He loved her—he loved her—and in a moment he would tell her so. His heart bounded, for he knew what her answer would be.

"It is only since yesterday, but it is

clad in golfing attire, their faces strangely red and white. Then he remembered. Still holding the girl by the hand, he led her to the front. It was his place to repeat the epilogue. The others formed a half circle behind them. He spoke:

"In what may seem a very short space Alice and Henry have met, loved and settled the question, quite to their own satisfaction. May we hope that the match and the manner of its making meet with your approbation? And as the curtain falls let these words, typifying the end of the old and the beginning of the new, close our story—'and so they were married.'"



MAIN STREET, ONEONTA, N. Y. HOME OF SUBDIVISION 58 INDICATED BY CROSS.—Courtesy Bro. G. N. Parker.

enough. A week, a month, a year, and it would be the same. A hundred years from now, and it will still be the same. I love you. Will you be my wife?"

She rose, and he followed her. Her eyes were cast down, and her hands hung limp by her side. He seized them in his own, and his compelling gaze forced her to raise her eyes to his.

"Answer me," he said.

"I love you," she said falteringly as she swayed toward him, and he clasped her in his arms, and only his ears heard the added "dear."

He kissed her full upon the lips.

There was a roar of applause. From the wings people flocked upon the stage

Through Shaft 7.

BY LULU JOHNSON.

(Copyright, 1907, by Homer Sprague.)

"Are you positive that this assault was committed on the evening of Thursday of last week?" asked the judge.

"About 10:30 on that evening," assented Calman.

"It takes six hours to go from here to the mine," pursued the magistrate.

"I can do it in five on Tenny."

"Not better than that, though. Well, at 12 o'clock on that night I took a drink with Beecham, the accused, in the Golden Crown. Case dismissed until we can find out who did it."

The judge clambered from the bench, an elaborate structure of grocery boxes, and looked about expectantly. Calman stepped forward.

"I suggest that the fact that there really is a Golden Crown be proved," he said genially.

"Motion sustained," ordered the judge, and the entire party retired across the street to drink with such others as might already be there at Calman's expense.

But while the evidence was beyond question and Calman accepted the alibi, he was none the less convinced that it

of ore thieves. As the mine was on the other side of the range, it was a surprise that Calman should have charged Beecham with the theft of the rich ore. It was impossible to take it over the range, and by the divide it was a good 20 even miles. There was plenty of richer ore nearer at hand, yet Calman was positive that in Beecham he had recognized the man who had fired at him when an attempt was made to put the robbers to flight.

There were three marauders in the party, and they had vanished so mysteri-



MAIN STREET, ONEONTA, N. Y., AFTER THE FIRE WHICH DESTROYED THE BUILDING IN WHICH SUBDIVISION 58 HELD MEETINGS, BURNING THEIR CHARTER AND ALL THEIR REGALIA, BOOKS, ETC.

—Courtesy Bro. G. N. Parker.

was Beecham who had led the attack. Beecham not only bore a bad reputation, but he deserved it. Ever since he had come to Silver Springs he had headed all the villainy of the little mining camp, and more than once it had been remarked that the Lucky Hole produced a surprisingly large percentage of rich ore. No one had ever been able to prove that this ore came from other mines than the one to which it was credited, but suspicion lay heavy upon Beecham, who worried not at all.

For more than a year the Addie-Etta mine had suffered from the depredations

ously in their retreat that there were some who ascribed to the disappearance supernatural agencies. It was not humanly possible to drop out of sight in the bare, unwooded valley as the robbers had done.

But ghosts have no use for rich ore, and Calman held to a different opinion, in which he was upheld by Ruth Clare, the only woman at the Addie-Etta. She was the sister of Ned Clare and acted as bookkeeper and stenographer to Calman.

"We'll get them yet," he promised as he recounted the result of the trial. "They are costing us more money all of

the time, and it will soon reach a point where they will cut off the profits. I'm positive that it was Beecham that I saw, and yet there were a dozen men whom I can believe who saw him taking a drink in the saloon not more than an hour after he was here. Why, he could not have made it in a balloon, and yet I'm still convinced that it was he at both places."

"Then it remains to be seen how he made his way so quickly," she said quietly.

"We simply must find out," he insisted.

"I was counting on getting married this fall, but with the reduction in the profits I am afraid that we shall not make enough to reach the bonus."

"I don't mind waiting, dear," she said quietly. "But for the sake of all of us I want to see the mystery solved, and it must be solved."

Several days later Calman, coming into the office, found a little child installed there.

"Who's the youngster?" he asked carelessly.

"Beecham's little girl," she explained.

"She was lost on the mountain. I found her with a sprained ankle, crying her poor little heart out. We must send her home."

"Beecham's child!" His voice was harsh. "Probably spying for her father."

"No, dear." Ruth laid a gentle hand on his arm. "Beecham is wrapped up in the little girl. She is all he cares for."

Her pleading won, and late that afternoon Ruth drove up to the Silver Springs House with the child beside her. Already searching parties had set out, but a gunshot signal brought them back, and Beecham rather awkwardly thanked the girl.

"I'll do as much for you some day," he promised, not realizing how soon he would be called upon to redeem his pledge.

The following week he brought the child over to see Ruth.

"She's been crying for you," he explained, "and I didn't have the heart to say 'No' to her. I know I'm not welcome here, but Daisy wanted to see you, so I had to come."

"I'm glad that you did," said Ruth

cordially as she took the child in her arms. Beecham looked on approvingly. There were few women in Silver Springs as yet, and the little girl sadly missed feminine care.

Ruth and the child were still romping when a man came running toward the office.

"Mr. Calman is hurt!" he cried. "They are bringing him to the house."

Ruth dropped the child and sped toward the little cottage where she kept house for her brother and his friend. Beecham followed more slowly, carrying the whimpering child. Calman had been brought in by the time he arrived and lay on the bed, white-faced, but uncomplaining. The mine physician looked grave.

"The leg is badly crushed," he said. "We can contrive bandages and splints, but I must have some things from the Springs, and I am afraid that they will come too late. It will be at least 10 hours. By that time it will probably be necessary to amputate the leg."

Ruth's despairing cry brought Beecham to her side.

"You love him, don't you?" he demanded.

"We are to be married when he gets his raise," she explained.

Beecham looked from her to his little girl. Even in that moment Ruth regarded him curiously, for many things were to be read in his changing expression. Then he stretched forth his hand.

"Give me that list, Doc," he demanded, stretching out his hand for the memorandum the other had prepared. He darted from the house and ran rapidly toward the head of the valley.

An hour later, with torn clothes and dirt begrimed hands, he was back again. With the proper dressings Calman was soon made easy, and they turned to look for Beecham. He and the little girl were gone.

It was a week before he came again and Calman was able to see him.

"I'm going away," he announced. "I told you that I'd pay back what Miss Clare did for my little girl, and I did. Now I'll tell you how I did it. You were right about that ore. But I was in the

Golden Crown, just as the judge said I was.

"The Lucky Hole backs up on that abandoned shaft 7. We blasted through one day. I don't think you realize how deep 7 shaft runs in. We fixed up a curtain covered with quartz in case anyone came in, and we used to take your ore through our tunnel. That's how I could prove an alibi. I cut off the big trip to the pass and up the other side.

"I've made a deed for the Lucky Hole to your girl. It's to be her wedding present from my little girl. She had a way the kid liked, and I want her to have the mine. You can fix the tunnel up so as to take your ore wagons through and cut off the long haul. That'll be worth something if the mine itself ain't. Will you shake hands, Calman? I know I'm an ore thief and all that, but I'm going to make a fresh break for the kid's sake. Will you shake?"

Calman gripped the hand.

"Why not stay here and work it out?" he asked.

Beecham shook his head.

"I want to get away where they can't tell the kid about me," he explained. "I've got to make a brand new start. It will help some if I know that you two are happy and married. It will be the first start of the new try."

He turned to Ruth, but did not offer his hand.

"The kid wanted you to have that," he said, offering a tintype. "She's got you to thank for this. When I saw her in your arms I realized that there were good women in the world, and the kid has a right to know 'em."

He turned abruptly and left the house. Ruth watched him turn into shaft 7 for the last time; then she came to Calman's side, but there were tears in her eyes for Beecham, who had made it possible that she should always be beside her lover.

My Wife's Courage.

(Original.)

I married a Washington girl who had become very intimate with the Ozenhoffs while they were there in the diplo-

matic corps. Ozenhoff had been second secretary of the Russian legation. The consequence was that when we went abroad on our wedding trip, although the subjects of the czar were in revolution, we must needs go to Moscow to visit the family whom my wife had promised to visit in case she ever crossed the big pond. I considered such a visit at such a time hazardous and objected. My wife pouted and said she wasn't afraid. That settled it; we went to Moscow.

It was arranged that Ozenhoff and I should "do" St. Petersburg while the two women stayed at home and had a good long visit together. Ozenhoff knew everybody worth knowing in the capital and would have given me a fine time there had not the very air been filled with bombs and blood. Our stay was suddenly cut short by the news that the revolution had broken out in Moscow. From my wife's courage in coming into the country, I had reason to suppose that she would meet the situation bravely. Nevertheless, both Ozenhoff and I started at once for Moscow.

Of course we found a terrible situation. The main question was how to get to his house, which was in the center of the conflict, and this, of course, made us frantic to reach it. By running several gauntlets we succeeded in getting into a house opposite his home and about 100 yards farther down the street. But here we were stopped. The soldiers had taken a barricade built by the revolutionists, and 100 rifles were ready to riddle anyone crossing the street.

While we were there a man tottered into the house, a stream of blood running down the front of his coat, and Ozenhoff at once recognized him as his butler. The wounded man gave a harrowing picture of the condition at Ozenhoff's home. Mme. Ozenhoff and the children were much frightened, and my wife was in hysterics. Ozenhoff, who had been married some years, counseled patience, but I, not yet out of the honeymoon, was determined to risk everything to reach my bride. Yet there seemed to be no way except by crossing the street. Besides, if I reached the goal I should find

the door locked and barred. But I knew there was a vestibule, and if I could get into it I might be safe. While I was trying to get away from Ozenhoff, who was holding me, I saw a man starting to cross. Spirits of smoke appeared at the barricade, and bullets whistled about him. He had got nearly over when he fell on his face and lay perfectly still. This cooled my ardor to be off, and I gave up the attempt. But later, when the fire at the barricade seemed to be turned in another direction, the man got up and made a dash for the house directly opposite him. He was successful.

I determined to adopt his plan. Ozenhoff, when he found he could not prevent me, consented and told me if I reached the goal to reassure the women and children by telling them that he would try to raise a force to make a long detour, approach the house from the rear and rescue them. As soon as I found my effort was a part of a plan I felt more eager to undertake it and, bidding my host goodby, took position at the door, sighted my objective point and, suddenly emerging, ran like a deer.

I had got but a third of the way when the bullets came so thick that I knew I must be hit within a few moments and, plunging forward, fell on my face. A few more bullets whistled over me, after which the firing ceased. After a rest I sprang to my feet and sprinted again, but made only a short distance when I was knocked down by a bullet that passed through the calf of my leg.

I gave myself up for lost, for I supposed that my ruse had been discovered and they would put more shots into me. But after a moment I heard a fusillade from a house near by which seemed to engage the attention of the soldiers. Perhaps friendly revolutionists were aiding me. I jumped up again and, despite my wounded leg, ran to cover. I did not reach Ozenhoff's vestibule, but made a house on the same side of the street and, proceeding through back yards, soon reached his house by a back door.

I came upon Mme. Ozenhoff hugging her children to her, trying to quiet them.

My wife was not there. I asked for her eagerly.

"She went upstairs to a window. I don't think she knew what she was doing."

I rushed up the staircase, and there in a room on a sofa lay the object of my search in a dead faint. I sprinkled her, and when she came to she threw her arms around my neck in a paroxysm of tears.

"I saw you run," she said, "and men in the opposite window saw me and you. They divined what it all meant and fired at the soldiers. Thank heaven!"

It was the next day before Ozenhoff reached us, and meanwhile we expected every hour that the soldiers would be re-enforced and go through the street, killing every citizen in it. Ozenhoff brought a dozen armed men, and with great difficulty we got out of our perilous position.

When I tell this story after dinner and refer to my wife's courage in going to Russia and cowardice while there, she says:

"Not at all. If I hadn't signaled the men opposite, you would not be here now."

Perhaps she is right.

EUGENE HOLMES BURT.

A Paying Teller's Vindication.

(Original.)

When Ned Barnicoat was 17 years old his father died insolvent, and Ned suddenly found the burden of caring for his mother and two sisters thrown upon his young shoulders. An old friend of the family took him to the president of the Twelfth National Bank, of the stock of which he was the largest owner, and said:

"This is Ned Barnicoat. I would like you to make a position for him at the bottom round of the ladder and advance him as rapidly as he shows fitness for advancement."

Ned showed such carefulness, integrity and other faculties required by one handling a great deal of money that in a short time he was advanced to the position of receiving teller with a salary that enabled him to take fairly good care of

his mother and sisters. Then something happened that for a time made it questionable whether he would go up higher in the scale or be turned out of his position altogether.

One day an office boy from the firm of Peter Bushnell & Co. came to Ned's window with a deposit. Peter Bushnell was a director of the bank and one of its largest depositors. At least he had held a large account there, but after a heavy slump in stocks it had been overdrawn. There were 18 checks for deposit, one for \$20,000. It was drawn by William Copeland to Peter Bushnell's order and had, of course, been indorsed by Bushnell. There was a slight roughness apparent to Ned's eye, practiced on such matters, on the paper where the figures denoting the amount to be paid were written. Ned passed his thumb over the place and thought he felt the roughness. He turned from his cage and asked two of his fellow clerks if they noticed what he thought he noticed. Neither of them could see or feel anything unusual.

Ned felt in his innermost consciousness that the check had been raised. If it had been originally drawn for \$2,000, there was room in the written amount between "two" and "thousand" to make the o an e and fill in the letters "nty." There seemed to Ned to be the same roughness on the written as on the figure portion—that is, Ned thought there was a roughness on both, though the clerks not detecting it made him doubt his discovery.

To charge Peter Bushnell with raising a check would be to create an enemy who had the power to end the teller's connection with the bank. It was here that Ned displayed qualities of daring mingled with caution. He resolved to refuse to pay the check, but leave some mark upon it by which he should know it again. He pricked a pinhole in every cipher on the check, none of which could be detected until it was looked for. But even this did not satisfy him. He knew that in a criminal proceeding involving a swindle of \$18,000 many devices were possible to make the transaction appear perfectly

"straight." Keeping the messenger waiting, he took the check to one of his chums among the clerks who had photographic implements and got him to take an enlarged picture of it. Then he went back to his cage, gave credit for the other checks and sent back the suspected one with the inquiry whether the amount had been rightly written.

No reply was returned, but a few weeks after the occurrence Ned was discharged at the request of Peter Bushnell, ostensibly to make way for Bushnell's nephew. Ned knew the battle was on. He went to the president and told his story.

The president had no choice but to investigate, and there was the evidence of the paying teller and two clerks that a check for \$20,000 indorsed by Bushnell had been presented, refused and nothing since heard of it. Ned swore that it had been raised, and Bushnell was charged with having raised it. Bushnell stormed and swore that he would not rest till he had put Ned behind bars for a malicious and false statement.

On the day of the trial Ned kissed his mother, who feared the worst for the result of a tussle with one of the directors of the bank, and went to court. He was the first witness called, and he told of the check having been presented. His statement was backed by the two clerks to whom he had shown it. This threw the other side on the defensive. Bushnell's lawyer produced a check identical with the one that had been presented except that the amount was \$2,000 instead of \$20,000. The check was given to Ned for inspection. He at once declared that it was not the original check.

"How do you know?" asked the attorney for the defense.

"Because in the original I pricked a pinhole in every cipher."

"Are there witnesses who saw the pinholes?"

"I can show the pinholes themselves."

Ned pulled from his pocket a photograph of the original check which plainly showed the pinholes.

Bushnell turned pale.

The trial was simply a question between Ned and the accused man. The original

check had been destroyed, and Bushnell could not be convicted of having raised it, but its photograph, with the telltale pinholes, convinced those interested in the bank that he was guilty and vindicated the paying teller. Bushnell's resignation from the board was called for, and he soon afterwards failed.

Ned, who had saved the bank \$18,000, was given a handsome present, and the next year the office of assistant cashier was created for him. This all happened some years ago, and he is now president of one of the largest banks in the country.

CHAUNCEY WARDWELL.

A New Rip Van Winkle.

(Original.)

One morning Walter Van Winkle, a lineal descendant of the great Rip, awoke in the Catskills. The only difference between the first and the last Van Winkle was that the first slept 20 years, the latter 40. Walter had gone to the mountains one summer with a party of young New York bank clerks, had got separated from the others and had taken a four decade nap.

Descending the mountain, he footed it to Catskill and was surprised to come upon a railway station. A train was pulling out, and he jumped aboard. The conductor on collecting his fare punched a printed slip and handed it to him.

"What's this?" asked Van Winkle.

"Excess fare."

"What'll I do with it?"

The conductor passed on without reply, and a passenger explained that the slip was a check on the conductor to guard against his stealing the fare collected. Van Winkle looked at his informant aghast.

"And the management makes spies of its conductors? And they submit to such a system?"

"Conductors and passengers are both the company's spies now."

Van Winkle gave a low whistle.

"Is this want of trusting to individual honor confined to railroads?"

"By no means. No one is trusted ex-

cept the managers, and they are trying to beat one another."

"Is there no standard of honor?"

"No. Once a merchant who failed felt disgraced; now merchants fail in order to make money."

When Van Winkle reached New York he went to the banking house where he had been employed. It was now on the ground floor of a 30-story skyscraper. Of course he knew no one there, or, rather, no one knew him. So he wrote a note to the president, Richard Trimble, who had been a clerk with him 40 years before and on the camping trip at which he had disappeared. Van Winkle was shown into the president's private office and received with suspicion. Not daring to give the Rip Van Winkle story, he said he had gone to see the world. He asked for a position, and there being a vacancy in a department where large sums were handled he was appointed. The salary was \$800 a year.

"Eight hundred a year for guarding millions!" exclaimed Van Winkle.

"All that's changed, Walter. We don't need to rely on our employees' honesty now; we insure it."

"Insure it?"

"Yes. A company for a premium takes the risk."

"And do you mean, friend of my boyhood, to insure me?"

"As president of the bank I can't help doing so. It's a rule made by the directors."

"Then if I come in here to work for you I am at liberty to beat the bank if I can?"

"Certainly."

"Do you refrain from beating it because of your integrity?"

"I'd be a fool to beat it—illegally."

"I see."

"Sorry I can't do any better for you, Walter. You should have stuck to business as I have instead of roaming all over the world."

"Let me ask you one question, Dick."

"Go ahead."

"Are you an honest man?"

Trimble put his lips to Van Winkle's ear and whispered: "Only in small

things, not in big ones; no petty larceny for me. This is between me and a friend of my boyhood."

"It's taken you years to learn to be dishonest. I've learned it in one day. I see it's become the fashion."

"You might as well wear a plug hat made of beaver as to be honest—that is, what we used to call honest."

"I see. When shall I go to work?"

"Tomorrow, if you like."

When Van Winkle appeared at the bank the next day he found a photographer there. President Trimble came out of his private office and said:

"You'll have to be photographed, Walter."

"What for?"

"Oh, the rule is to have a photograph of all our employees. They're easier caught if they light out with the funds of the bank."

"A sort of rogues' gallery?"

"It's for those who become rogues. Most concerns get their clerks together occasionally and photograph them in groups. Makes the boys feel their importance, and the concern has the gallery. But we don't stoop to that. We take a picture of every employee before he begins work."

"Is there any more of this sort of thing to learn?"

"Yes; one. You'll have two weeks' vacation during the year—two vacations of one week each at six months' interval."

"I don't want any vacation. I lost 40 ears by my last vacation."

"But you must take your vacation."

"Why so?"

"That we may have an opportunity to examine your accounts."

"Poor dog Trust's dead indeed!" remarked Van Winkle, with a sickly smile.

"Better dead than dying. Give me a community of honor or one of acknowledged roguery."

"Is there any community in America where our former standard still exists?"

"Not in commercial life."

"How about the army?"

"There's a good deal left there, I believe."

"Very well; I'll go there. I'm too old to enlist, but I can become a mule driver, and that's better than making money under the rogue system."

And he did.

OSCAR COX.

The Heart or the Liver?

(Original.)

A young girl in a becoming morning gown sat in an easy-chair, her head supported by pillows. Her physician was beside her.

"Doctor, you have been months treating me without doing me any good, and now you are going abroad. I suppose a new physician will have to study my case all over again."

"I can write a statement of the symptoms."

"Please do so."

The doctor wrote:

The patient's symptoms are similar to those resulting from nostalgia (homesickness), religious monomania or deep-seated grief. She is troubled with melancholy, supplemented in rare instances by spasmodic bursts of happiness. All the organs appear to be in a normal condition, though it is a medical fact that an organ may be diseased and not show the disease in itself. The symptoms in this case are those of a diseased liver. I have examined this organ, but found no especial indications. It would not be professional in me to suggest treatment to my successor.

R. M. GURNEY, M. D.

Dr. Tinkham succeeded Dr. Gurney, and at his first call the patient handed him his predecessor's statement. Dr. Tinkham took out his glasses, wiped them on a fine cambric handkerchief, read the paper carefully and sat with it in his hand musingly. Then he folded it, slipped it in his pocketbook and wrote a prescription. When a doctor writes a prescription it is evident that something is being done. Dr. Tinkham's prescription was aqua pura, with something in it to make it taste pleasant. It was to satisfy the patient and her family till he found time to study the matter.

The monthly meeting of the medical society occurred a few evenings later, and Dr. Tinkham stated the case to the assembled members, reading to them Dr. Gurney's catalogue of symptoms.

Dr. Spinney suggested that the patient

might be drifting into melancholia and recommended that she be carefully watched lest she do herself injury.

Dr. Thane-Brooks, liver specialist, was of opinion that the cause was in the gall ducts.

Dr. Kunkel, professor of ophthalmology, in St. Luke's hospital, gave several instances that had come under his observation wherein the same symptoms had resulted from defects of vision.

Dr. Busby, kidney specialist, said that persons suffering from diseases in his line manifested the same symptoms as the patient under discussion.

Dr. Cordis suggested that the trouble lay in the heart.

Dr. Tinkham was disappointed in not getting a unanimous opinion from his associates and determined to devote himself to studying the case and discovering the cause if possible. The next day he visited the patient. He found her in one of the conditions mentioned by Dr. Gurney. She was in a high state of exhilaration. The pulse was strong, the temperature normal, and but for the exhilaration the patient seemed much improved. Having asked if anything had excited her, the doctor was informed that nothing unusual had occurred. She had had several visitors, but none who was not used to seeing her often. The doctor prescribed a sedative and went away more puzzled than ever. Subsequently he took several of his colleagues, specialists, to see the patient. Each pronounced the disease a result of trouble in the organs of which he had made a study. Dr. Tinkham gave their views to the father of the young lady, giving his own opinion that Dr. Thane-Brooks, liver specialist, should be called in for consultation. Dr. Thane-Brooks, though no marks of disease could be detected in the organ, was of opinion that the disease was there. The symptoms clearly indicated it. A vigorous course of liver treatment was decided upon.

The patient failed to endure the treatment, the stomach breaking down under the quantities of medicine poured into it. Dr. Vermaton, stomach specialist, re-

marked facetiously that the liver must be stronger than the stomach and they would do well to look for the seat of the disease in the latter organ.

The case having baffled the doctors, a trip was recommended. A trip for incurables serves several purposes. It takes the patient away from medicines, gives change of scene and air, and the doctors are relieved. However, in this case all these benefits were aborted from the fact that the patient would not take a trip. She persisted in remaining at home, subjected to the same routine each day, and each day growing worse.

But her physician, having recommended a trip, considered himself not further responsible. One morning he received by post a letter from the father of his former patient. It was very caustic:

I beg leave to inform you—and through you the medical gentlemen who were interested in my daughter's case—that your patient has suddenly recovered. If you and they did not succeed in making a correct diagnosis, you at least established one medical truth—that the symptoms of the disease from which she suffered, *amor hominis* (love of a man), are identical with those of a diseased liver.

Unknown to me my daughter was in love with a young man she had known in her school days. He was engaged to another, and my daughter was pining under the influence of this fact. He took great interest in her during her illness, visited her occasionally and recently broke his engagement and asked for my daughter's hand. The effect was magical. She recovered instantly. During her illness there had been times when she had been given reasons to hope for the result that has occurred. It was at such times that she exhibited spasmodic exhilaration.

The letter was not entered upon the minutes of the Medical Society.

BERTHA D. HURLEY.

My Employee.

REMINISCENCES OF SPANISH CUBA.

(Original.)

There were years of continued revolution in Cuba before the final relinquishment of the island by Spain by order of the United States. As far back as 50 years ago filibustering expeditions went there from Florida, but revolution had not gathered sufficient strength for an auxiliary to be of benefit. Now and again a leader would arise, but after a brief resistance to Spanish tyranny would

succumb. Usually a price was set upon his head.

It was during the latter part of this period of incipient revolution that I went to Cuba as a sugar planter. My plantation was in the interior, but my office was in Havana. One day while at the former my coat was caught by a portion of the machinery, and I was jerked toward instant death. One of my employees, Diaz Martin, of mixed Spanish and Aztec blood, pushed forward and extricated me a few seconds before I would have been mangled but for him. I had been carried to a position so dangerous for anyone to enter except with extreme caution that my rescuer's act was one of great bravery. It surprised me, for he had all the softness of manner possessed by his Aztec progenitors.

I took Martin with me to Havana and placed him in a position where he might become valuable to himself as well as to me. But he was entirely uneducated, and I found few things of importance that he could do well. In order to benefit him I paid him more than he was worth. I confess I considered him shiftless and with no fancy for hard work. He remained with me several years, during which I tried him in many positions, in all of which he failed. One day I sent him out on an errand, and he did not come back. I made an examination of my cash and found it all where I had supposed it was. He had taken nothing, at least of mine.

About this time an insurrection broke out in the interior which gave the Spanish more trouble than any that had occurred up to that time. The people of the section in which it took place had found a leader, and it was this leader who caused all the trouble. Such was usually the case with Cuban insurrections. The people, who were mostly negroes, were incompetent to defy even for a brief period the authority of the captain-general until some man arose to lead them. Nothing was known of the general of this insurrection except that he was called Bonito. The government offered the usual reward for his head, but the government could not get him.

But Bonito was fighting hopelessly. Gradually his forces dwindled either by death or a return to their ordinary avocations, and at last the intrepid insurgent found himself alone. This of course meant that sooner or later someone in order to obtain the reward offered for his capture would deliver him to the government.

One evening I remained longer than usual at my office to make some estimates. All my employees had gone home, and I was sitting alone at my desk, with

my back to the door. Suddenly there came to me one of those indescribable sensations which mark the imparting of knowledge without the usual mediums. Though I heard no sound, I knew someone stood behind me. Turning, there stood Diaz Martin. He had entered with the soft step usual to him and stood looking at me with that mild, dreamy expression I had seen in pictures of the Aztec Emperor Montezuma. I extended my hand, which he grasped with a feeling not indicated in his countenance. Then I asked him why he had left me and where he had been.

"I received word, signor, that my father's little plantation had been raided by Spanish troops under a pretext that he was disloyal to the government. All he had was taken from him, and he was thrown into prison, while my mother and sisters were left to starve. I could not but go, signor, to their assistance. I gathered a force in a forest, from which I emerged and fell upon"—

"You are?"—

"Bonito."

When I had finished gaping at him in astonishment, I got from him an account of how for a long period he had held a province from Spanish rule; how he had been left alone and had come to me as a last hope for his life. When he had finished, after procuring some provisions for him I locked him up in my office and went home to concoct a plan for getting him out of Cuba.

A sugar barrel, being of extra size, seemed to me to be the most feasible conveyance. If I could get the man whose head was worth \$10,000 into a barrel and drive him myself to the dock, I might put him aboard a ship and send him to another land as sugar. The next morning I went to my office, which was in my warehouse, long before any one of my employees was there. I packed Martin in a sugar barrel, with some provisions, a gimlet and a little saw, leaving him standing on his feet in the warehouse. Then I went to breakfast. Returning, I ordered a truck to take some sugar to the dock where a ship would sail that day for New York. Among the barrels was the one containing Martin. Reprimanding the porter for carelessness I rolled it on to the truck myself. Then, taking a short cut to the dock, I rolled every barrel aboard the ship, to the astonishment of the roustabouts. I saw the vessel sail and grow dim on the northern horizon.

A couple of weeks later I received a letter from Martin stating that he had cut himself out of the barrel and arrived safely in a free country.

GARDNER V. BORLAND.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

To Bro. P. H. Morrissey

DEAR MORRISSEY: I'm sad to think
You from the Trainmen go away.
The Order stood near failure's brink
Till you were crowned one lucky day.
Since then, with wisdom for your guide
An honest heart, and fertile brain,
Old friend, you can behold with pride
Your liegemen true on every train.

You never shirked the mental toll
Required to lead it to success;
You always wrought through weary morn,
Your bosom loaded with distress,
Until the roster of your men,
In tens of thousands you could call,
Gained by your brain, by tongue, and pen,
And you proud leader of them all.

You always bore upon your face
The impress of an honest man,
Such men as you we all can trace,
You're built upon God's noblest plan:
Your liegemen love you, dear old friend,
And countless eyes are moist with tears,
And many a manly form will bend,
To hide their grief 'mongst engineers.

I've heard our Grand Chief and his aides,
In language eloquent and true,
Relate that on the curves and grades
Of strife they had a friend in you;
We cheered them and we cheered again,
And pledged our friendship evermore,
To you, old friend, and to your men,
Until our days of life are o'er.

"A friend in need's a friend indeed."
You know the adage, you were one;
And always has it been our creed
To love our friends, wh're'er they're gone;
And in your new-found field you'll find
Such men as you we ne'er forget,
We'll fondly keep you in our mind,
Although to part you we regret.

SHANDY MAGUIRE.

Commends the 16-Hour Law.

ASHTABULA, O., Feb. 1, 1909.

EDITOR JOURNAL: Have just received the JOURNAL for February and have noted Brother Parsons of Div. 86's letter in regard to the working of the 16-hour law.

It is easy to see that Brother Parsons is suffering from too much regular engine and other obsolete customs, rather than the 16-hour law. If he were working under modern conditions he would have left Kansas City when his turn came, regardless of where some particular engine was.

Now, I would like to say a few things of the before and after nature on a railroad where there are more trains than a 68 or a 92. Before the enactment of the 16-hour law we would start on a trip and get there *sometime*, which was anywhere from 20 to 35 hours on ordinary trips, and on by no means infrequent trips this went as high as 50 hours. On arrival at the terminal we *could* mark off for 12 hours' rest; also, when short of men we could use "our own" judgment and double out. Men were not compelled to do the latter, but *did* do it because they needed, or thought they needed, the money, and had the opportunity, which was perfectly natural, and not only illustrates the greed that is in us all but emphasizes the great need of a rest law, not alone to restrain the railroads from overworking the men but to protect the men from themselves.

Now, after the enactment of the 16-hour law the company met conditions, so that the trip that formerly took from 20 to 35 hours to make is generally made in from 12 to 16 hours. Of course, we are occasionally tied up for rest away from home and between terminals, but almost to a man the men on our road, when they have worked from 10 to 16 hours, are willing to rest.

As my fireman recently expressed it, "The same trip does not seem so hard when we know we are going to rest after 16 hours as it did when we might be worked indefinitely. There is not the same dread."

True, we are not making quite as much as formerly, but we are living and, per-

sonally, I feel ten years younger than I did when compelled to work until completely exhausted.

Right here I might say that the public fallacy of an engineer's high wages has always been a matter of long hours, not that he got as high a rate as the average mechanic.

Now, another thing! Nearly every labor organization in the United States is making every effort to shorten the hours of labor, and I think it very unbecoming a member of our Order to knock on the first bit of legislation that has ever been enacted for men in train service. This law could not be enforced if it were made elastic, so as to fit the cases cited by Brother Parsons. There must be a unit; and certainly 8 hours is little enough time to be off duty, and I do not think any man can give good service after being on duty over 16 hours, this very often coupled to several hours out of bed before being called.

Of course, there will be some few cases on small roads or branches hurt by this law, but on all the large roads which employ 75 per cent of the men in train service this law is an inestimable benefit. The law could not be framed that would suit all.

H. T. GAGE, Div. 260.

A Word from Div. 735—Mexico.

GUAYMAS, MEX., Jan. 28, 1909.

EDITOR JOURNAL: Subdivision 735 has been organized a little over a year, and now has 44 members and three applications in, with several more in sight. We are located at Guaymas, Mex., which is headquarters for about 800 miles of road, operated by the S. P. in Mexico. It is hard to get a place to sleep, and almost impossible to get a good meal. The climate is fine for a few months in the winter, but it gets very hot in the summer, the mercury standing at about 100 to 115 in the shade, and I have seen it at 132. The wet season begins about the 1st of July and generally lasts about two or three months, during which time there is a great deal of typhoid and malarial fever.

The Americans generally get good

treatment from the Mexican officials here at Guaymas, but I recently made a trip to Culiacan, a terminal which is 350 miles south of here, and will say that in my seven years' experience in Mexico I have never seen a place where the Americans were treated so badly as they are in that town. The Mexican officials are sore at the company, and they take their spite out on the men when they get the chance. If you happen to get in late and go up-town for something to eat you are liable to be arrested for being out late, and the judge and police will laugh at you and tell you that you are a gringo (slang for white man) and have got money. A native can go to sleep in the parks and he is fined from \$1.50 to \$2.00, while if an American happens to nod he is arrested and fined anywhere from \$50 to \$100.

During the hot weather an American that is not accustomed to the climate cannot stand it here, but at present the weather is fine, and there are more men than there is work, but the hot weather will soon begin and they will leave in droves.

Fraternally yours,

A MEMBER Div. 735.

So Goes the World.

PARODY ON ELLA WHEELER WILCOX'S POEM.

It is true "the world laughs with us."
But why should we "weep alone?"
In our sorest need "a friend indeed"
Will make our grief his own.
The hills revoice our singing,
But our sighs the breezes bear.
And the anguished thought of each sorrowing heart
Is borne aloft in prayer.
"Rejoice, and men will seek you;"
"Grieve," and they will come again
With friendship's treasure, in boundless measure,
And strive to ease your pain.
"Be glad, and your friends are many:"
"Be sad," and, without a call,
The tears which flow for another's woe
Are mingled with "life's gall."

What though your "feasts be crowded,"
Your "fasts by the world passed by?"
It is blessed to give, and "it helps you to live,"
But God must help you die!
Though "one by one" we may be passing
"Through the narrow aisles of pain,"
There's a loving clasp and a heart-felt grasp
Which SHALL NOT be given in vain!

GEORGE W. MEREDITH, Div. 138

Pop Dennison's Opinion.

While Dennison's Railroad Restaurant differs little from others of its kind in a commercial way, it can boast of one particular feature which is all its own in the character of its genial proprietor. The old man's philosophy is about the best thing he has to offer for the price and, having been through the mill of the motive power department from call-boy to pulling the limited, he is eminently qualified to discourse intelligently on the many different angles of that branch of the service. Next to punching meal tickets he loves nothing so well as an argument, and being well up in matters of sport as well as mechanics, he can discern the strong points of a good athlete as well as those of a good railroad man, and even when the after-supper discussion relates to horse racing, political economy, pugilism, woman's suffrage, or senior rights, the versatile proprietor of this particular sandwich factory is equally at home, and his opinions on the various subjects discussed are accorded respectful attention.

In addition to these accomplishments he is general counsel and confidential adviser to the young and inexperienced who are for the first time bumping up against the trying proposition of latter-day railroading. The young runner who, much depressed in spirit, has just returned from the "office" where he was called to "explain" why he failed to clear the "Cannon ball" the required time, looks up "Old Pop," tells him with an air of utter hopelessness that he knows he is going to be fired; relates how the superintendent stormed fearfully, told him he was no engineer, wasn't safe on the main track, etc. But "Pop," with a kindly and assuring smile, would say:

"Young man, don't worry. You have just been put through a refining process of railroad discipline calculated to make you a better railroad man. So, the worst you will get this time is a slight suspension, if anything. But, my son, when you are called to the 'carpet' to 'explain,' and the superintendent treats you with

what you consider unusual respect—when he simply asks questions, nodding coldly at your answers, addresses you as Mr. Smith instead of Smith or plain Jones—then look out, for something is going to happen that won't be good for you. But if he opens the floodgates of his wrath upon you, tries to make you feel you are about the worst that ever came down the line, then you may be reasonably sure you are still in the service, but that you are being refined for future use."

"Yes, they are promoting quite a lot of the boys," said "Pop" the other evening, "and really I hardly know whether to tender them my congratulations or my sympathy. Firing is of course a hard game, and being interested in all of them, I, of course, like to see the boys pass to the right side, that is, when they are fit; but they don't get a proper chance to shape up for the responsibilities of running an engine. They come into the service as green as possible, which, of course, is to be expected, and shovel away for a couple of years with very little time for leisure or study; then a few weeks beforehand they receive notice to prepare for an examination that is little short of a joke. It reminds me of one we used to have in an old-fashioned country school I attended long ago. The teacher was a tailor by trade and performed the double duty of educator and tailor for our little backwoods community. As the making of clothes was his chief source of revenue, if not indeed the only one, it was but natural to expect him to pay most attention to that branch of the business, which he very wisely did, but of course the educational feature of this joint institution suffered in consequence. But, it was a case of 'business is business' with him, and we enjoyed the neglect he so considerably bestowed upon us in a measure that only those who have once been children and attended a school of this kind can fully appreciate. It happened now and then that parents of some of the young hopefuls would pay a visit to the school to see how the children were progressing in their studies. At

such times the clothing business would be temporarily suspended, while 'Old' Riley with fierce look and loud tone of command, both of which were counterfeited, would call several of the pupils to their feet and ask each one separately to spell Constantinople, which, of course, they did without a hitch for they had often done it before, and it was as easy as 'skinnin'' the cat. After this satisfactory test he would ask them to spell the same word backwards, which, of course, they did with long-accustomed ease. This usually ended the examination in spelling, which if it did not fully meet with the hopes of the parents at least satisfied the pupils and 'Old' Riley, and as they constituted the whole school, it seemed as though nobody else had cause for complaint."

"Yes, this examination," said "Pop," "was about the same as that given the young men today by the mechanical department when passing them for promotion. They are asked to spell the Constantinople of mechanics forward and backward, and if they can stand that test they are pronounced O.K."

"This is not because the local officer is not alive to the nature of the service and the evident need of thorough mental equipment for the work, but like 'Old' Riley the tailor, they are giving the company what it is paying for, which is doing the best thing possible under the circumstances."

"I don't want to hurt your feelings, boys," said "Pop," "for some of you may have answered the questions 'What is lap? What is lead?' and answered them correctly, forward at least, but let me tell you if they had put an oil can in your hand and instructed you to 'oil round' properly and given you a few lessons on engine inspection you might forget all about lap and lead and become a first-class runner much sooner. Of course, you should know how to set an eccentric and disconnect and block up an engine, but you can learn that right here in the restaurant better than any other place, or at least as well."

"There is another thing I don't approve of," said "Pop" the other day to

a few of the old-timers, "and that is the too feverish desire of some of our members to add to our membership. Their methods sometimes tend to cheapen the B. of L. E. in the eyes of the young man who is likely to become afflicted with an abnormal sense of his own importance, and these impressions, though of quick development, wear off quite slowly and are productive of no particular good. In the senior organization he finds himself a somewhat smaller frog in a much deeper puddle, a state of affairs he would in the natural order of things expect were it not for the false impression sometimes gained through the error of the too zealous, self-appointed solicitors for his application for membership in our ranks. The reaction on his pride, while not always fatal in its results, sometimes prevents that healthy normal development that is necessary for best results in the end."

"But about the worst thing that comes to my notice here is the absolute recklessness of speech of the present-day crop of young runners regarding the matter of rights. They chafe under the restraint of the senior rule and express their disapproval of the system in a manner that in my day would be considered little short of treason. It is evident to me that our fraternal bonds need to be strengthened or an eliminating process inaugurated that will separate some black sheep from the fold. The member who boldly proclaims his opposition to the senior rule is striking at the very foundation of the B. of L. E. Such utterance is a gangrene of the worst type and nothing short of amputation should be attempted to prevent the spread of the disease."

"I read an article in the February issue of the JOURNAL from the pen of Bro. W. C. Parsons, of Div. 86, on the '16-Hour Law.' It does seem as though the Brother is a loser by the operation of the law in question, but the fact remains that in its general application it is one of the best measures that has yet been passed by any legislative body in this country in the interest of the railroad man, as well as that of the traveling

public. The only fault that can reasonably be found is that it was not passed years ago.

"The wages of railroad men have always been based upon their earning capacity; the question of rest was not usually given much consideration. Had the 16-hour law been in operation during recent years when wage schedules were being adjusted throughout the country, there is reason to believe that provision would have been made for the effect of restrictions of that law to the advantage of the railroad men. We may realize that fond hope later, and being as yet but pioneers in the railroad world, we must expect to share the hardships that usually fall to the lot of all pioneers, whether building homes in the trackless forest or improving working conditions and wages for the benefit of generations to follow in the paths we are now treading in the railroad service."

JASON KELLY.

16-Hour Law Absolutely Necessary.

NEW CASTLE, PA., Feb. 3, 1909.

EDITOR JOURNAL: I notice a letter in the February JOURNAL entitled, "Effect of the 16-Hour Law," wherein the Brother from Div. 86 seems very much dissatisfied with the effects of it on the division on which he works. We have runs here that are practically the same and we are compelled to work the same way, only we do not have regular engines. The law says a person working 16 hours shall take 8 hours' rest, and if they are not on duty that long should not be compelled to take 8 hours' rest.

It is not the law that makes us take it, but the company for whom we work, trying to get the employees dissatisfied with the 16-hour law before it went into effect. Here we were compelled, under threats of dismissal, to work after we had been on duty from 24 to 30 hours, and there was no appeal for us, the officials judging whether we were capable of working or not, and it was most always the case that we were supposed to do so because others had.

There is no division but what has some

men who are willing to work any and all times, and they are held up by the officials as examples for the rest of us.

The Brother says, "Let us judge for ourselves when we need rest." If we were allowed to do so it would be all right, but when a person is up all day expecting to get out, then goes out when he should be going to bed, and works 24 hours and comes in and is told he *has* to go again—if not, report to the office—what can you do? That was what we were up against before the 16-hour law went into effect; and for that reason I think that if a vote were taken on this division it would go nearly 100 per cent in favor of the 16-hour law.

If the officials would make an effort to work more with the men and not against them, as it looks as though they were doing, a good many more trips could be made inside the 16-hour limit than are being made.

I think I am voicing the sentiments of this division in this matter, and would like to hear from some other division.

Fraternally yours,

NEW CASTLE, member of Div. 565.

Age and Indemnity Insurance.

EAGLE GROVE, IA., Feb. 3, 1909.

EDITOR JOURNAL: I was just reading a short sketch about indemnity in the B. of L. E. JOURNAL. Now, I want to say I carry accident in an old-line company. Why? Because I am too old to get it in the B. of L. E.—past sixty—and I feel I am as much of a man while I can make my trips as if I were younger, and I think while I can work I should be entitled to the accident insurance, and would gladly change.

Fraternally yours,

MEMBER OF Div. 211.

The Indiana Legislative Board.

The Indiana legislative board met in regular biennial session in the hall of Div. 11, Indianapolis, Ind., on Tuesday, January 5, at 9 o'clock a. m., and held two sessions daily for five days. It proved to be the best meeting this board

ever held, there being 24 of the 26 Divisions in the state represented.

It was fully recognized by all that the success of this meeting was due to the persistent energy of our chairman, Bro. J. Fred Wood of Div. 25, and to show our appreciation of this fact we bought for him a beautiful meerschaum pipe. The secretary was chosen to make the presentation talk, which he did in an appropriate manner, closing as follows:

"When sitting by your fireside during the long winter evenings, and you fill and light your pipe, we imagine we hear that oft repeated phrase of yours, 'Watch our smoke.'"

Brother Wood was so surprised and overcome that he was unable to make reply. So passed one of the most pleasant incidents of our meeting.

Two other happenings on this day made it the red-letter day of the session. First, when the secretary-treasurer was re-elected by acclamation. In thanking the Brothers for their approval of his work he, in a neat talk, presented Brother Lewis of Div. 461 with a beautiful B. of L. E. charm for his able work as assistant secretary, Brother Lewis taking the entire minutes of the proceedings.

The third event of the day was of a social nature and truly appreciated by the members of this board. About 5 p. m. as we were getting ready to adjourn, some ladies appeared at the door and asked to be heard. They were admitted and one of their number introduced to us by our chairman. She stated that the Sisters of G. I. A. Div. 128 wished to serve us with a banquet and that they would be ready soon after we gave them permission. We didn't take a vote on the proposition, but they got the permission, and such a feed as it was none but the Ladies' Auxiliary can bring forth. After satisfying the ladies by our action that we, like all other engineers, knew how to dispose of good things to eat, our chairman acting as master of ceremonies, called on all for short talks, and the Sisters present received many compliments.

The features were original poems by

Brothers Hall of 248 and Sutter of 154; Brother Sutter closed this part of the program by reciting his poem entitled, "The Auxiliary Goat."

In separating that evening all who were present truly thanked the ladies of Div. 128 for their kindness to us who were as "strangers within their gates."

On Saturday evening, having finished our part of the work, we bid each other goodby and departed to our homes in all parts of the State, hoping to meet again two years hence.

I. S. L. B., per Sec'y.

16-Hour Law the Right Thing.

AUGUSTA, GA., Feb. 3, 1909.

EDITOR JOURNAL: Division 717 has been in existence nearly two years. We have a small Division of 78 members with an average attendance of about 28. This is not so bad when you come to think of it, but I suppose one thing that accounts for our good attendance is the effect of our 16-hour law.

I cannot agree with Brother Parsons, of Div. 86, when he says it is the worst law we have ever had. Under this law when a person makes a trip he knows he is quite sure to get 8 hours' rest. So, when a Brother is in town he rarely ever has an excuse for not attending meeting; consequently, our good attendance. Brother Parsons goes on to say that he must have 8 hours' rest at every terminal. That looks hardly necessary if he can make his return trip in 8 hours, and suppose he can—has not the extra man a right to live? Possibly this Brother has never been an extra man and does not know what it is to fight the extra board.

The rest of the working class of people earn their daily bread in 8 to 12 hours' work. Why not we? The Brother says it is then the eleventh of the month and he has only made \$25.44. Well, suppose he does not get in more than \$75, he could make it up in prolonged life and, if he intends to follow his engine trip for trip, how does he expect an extra man to live? He goes on to say that sometimes you may get

within 8 or 10 miles of home and have to lay up for rest. Very well. Is that any worse than when you get to the round-house and have the call-boy standing there with his book, waiting for you to sign to go back again?

I think if the Brothers live up to the 16-hour law the shortcomings some month would be made up in prolonged years of life. We down here are different from our Brothers out there. We are delighted with the 16-hour law.

MEMBER OF Div. 717.

Bro. William A. McDade.

BALTIMORE, MD., Jan. 20, 1909.

EDITOR JOURNAL: A biographical sketch of Bro. William A. McDade, familiarly known on the Baltimore & Ohio Railroad as "Old Hickory," on account of his strong and tough constitution, may be interesting to readers of our JOURNAL.

Brother McDade is 59 years of age, and one of the most efficient engineers on the Philadelphia division of the Baltimore & Ohio Railroad. He entered the service of the Pennsylvania Railroad Company in 1870 as fireman, and was promoted to engineer in 1873, becoming a member of Subdivision 52 in 1875.

After running eight years on the Northern Central he went west and entered the service of the Union Pacific, transferring to Subdivision 88 at North Platte, Neb.

While in the service of this company he was promoted to traveling engineer. After serving several years with the Union Pacific he entered the service of the Chesapeake & Ohio, and joined Subdivision 190 at Huntington, W. Va. While Brother McDade was employed on this road he was familiarly known as "By gum," on account of the frequency with which he uses it in his conversation.

After leaving the Chesapeake & Ohio he came to Baltimore and entered the service of the Baltimore & Ohio, Nov. 27, 1889. Shortly after entering the service of this company he was dubbed "Old Hickory," and "Old Hickory" is running fast freight trains Nos. 691 and

694 between Baltimore, Md., and Philadelphia, Pa., and under favorable circumstances "Old Hickory" is very likely to be on time.

He is a prominent figure at most of the Grand International Conventions, and is well known to many of the members of Subdivisions 52, 88, 97, 190 and 353, of which he is now a member; and wishes to be kindly remembered to the Brothers of these Divisions, whom he says he still cherishes fondly in his memory.

Brother McDade resides at 1513 Covington street, Baltimore, and takes great interest in the domestic affairs of the home. Mrs. McDade is a very devout member of the Ladies' Auxiliary, having been President of Oriole Div. 110 for three terms, declining to fill the office a fourth term.

May Brother and Sister McDade live to see many more happy days.

A BROTHER.

Joined the B. of L. E. in 1869.



BRO. A. F. WILKINS.

EDITOR JOURNAL: Enclosed you will find a halftone cut and a short biography of Bro. Alex. F. Wilkins.

The Brother named was born in London, England, in the year 1837, and coming to America was employed by the Northern Railway of Canada in 1859. After serving four years as a locomotive fireman he left the service of the Canadian road and went to work for the United States Government at Alexandria, Va.

In 1865 he went to the old Buffalo & State Line Railroad at Erie, Pa., and later took service with the E. & P. In 1867 Brother Wilkins went to the Union Pacific running out of Omaha, where he remained until September 30, 1906, making a total of almost 40 years for the Union Pacific Co.

Brother Wilkins joined the B. of L. E. in Buffalo, in 1865, and was a delegate to

the Baltimore Convention in 1869, where he was elected Grand Guide. He was also a delegate to the New York Convention in 1875.

In spite of more than threescore and ten years Brother Wilkins bids fair to live for many years yet. His residence is now at 88 Hull street, Coldwater, Mich., where his many friends can reach him either in person or by mail.

Brother Wilkins is loud in his praise of the kindly feelings always extended to the Brothers on the Union Pacific Railway by the officials of that system.

Yours fraternally,
J. W. READING, Div. 286.

Less Hours, Not More.

LEADVILLE, COLO., Feb. 4, 1909.

EDITOR JOURNAL: I have just finished reading Brother Parsons' article in the February JOURNAL relative to the 16-hour law.

I hope one or more of our able Brothers who write for the JOURNAL will show Brother Parsons and other Brothers who may think as he does the error of their position on this question.

In my opinion it is the best law ever enacted in behalf of railway employees. True, it discommodes us all sometimes, but while it discommodes us once it is a benefit and blessing to us many times.

If any change in the law is made I sincerely hope it will be more stringent and that the law will read 12 hours instead of 16. Unless certain railroads make a greater effort to live up to the present law in good faith, there will certainly be an effort made to make the law more stringent than it is.

Yours fraternally, ENGINEER.

Shorter Day—Technical Experience.

SCRANTON PA., Feb. 6, 1909.

EDITOR JOURNAL: After reading letter from Brother Parsons, Div. 86, I wish to make a few remarks. Without doubt the 16-hour law has worked a hardship on some of our Brothers, but it has certainly been a great help to the largest number.

A locomotive engineer of all persons on a train must stay awake, he and the fireman; all the others can take a nap, but let them try it and there will surely be something doing pretty quick. Now, Brother Parsons wants to double the road and be on duty if he makes the round trip on time, about 20 hours; add one hour to get engine ready, another to inspect engine and make work reports, and should any delay occur—how much longer? Is a man physically and mentally capable of doing his best in a position where everything depends upon him, when he has been on a locomotive 20 or more hours on the modern freight hog? I say no.

For years this Brotherhood has been working for shorter hours, and now when, with the help of the United States Government, we have almost succeeded in reducing the hours of labor to 16 hours on actual work on engines, not including the time of one to two hours every trip getting the engine ready and inspecting after arrival, etc., some of our Brothers who have been hit pretty hard by the change are dissatisfied.

If the company wished to do so they could get every man over the road within the 16-hour limit.

While it certainly is a great thing to have regular engines, and I believe the company is the gainer as well as the men, nearly all roads nowadays pool the power. Cannot my Brother run any other engine but the one assigned to him? Have you no guarantee of a certain number of days or miles per month in your contract? If not, then you ought to get one.

Is there today any other labor organization that wants to work 18 or 20 hours, and especially one who has so much responsibility as a locomotive engineer? I know of none. We often hear, "Why look at the wages you make!" But take into consideration the number of hours you work as skilled labor and consider the responsible position of the locomotive engineer day and night and in all kinds of weather, and we show very poor pay indeed compared with other skilled labor in other trades, per hour.

Now, for something else. We pay as high as two or more dollars per year for journals that talk about railroading. Now, we have Brothers who have had years of experience, and are more capable of giving us good ideas of our work, are worth more than can be found in magazines that we pay high prices for. Why don't the Brothers come out and tell us about them in our JOURNAL? I am sure they are well able. Are they too busy making 30 to 40 days a month, or are they afraid, or don't care?

The B. of L. E. JOURNAL could be made the best in the world if the Brothers would just come out and tell some of the things they know; look at the questions and answers on air-brake, injectors, water in train-line, hot pumps, etc., that have appeared lately, and questions and answers on train rules. Where could you find any better? I am sure the Editor of the JOURNAL will correct your spelling, etc. (I expect him to correct mine.)

The Interstate Commerce Commission is looking after cars equipped with air-brake all right. Wish to God they would see that the slack was taken up in the brake rigging and have piston travel adjusted.

Now, I wish to ask the Brothers a favor. I wish some of the Brothers who handle heavy freight trains on grades of 100 feet per mile or more and grades over 10 miles long, would give us through the columns of the B. of L. E. JOURNAL a full account of how they do so. Give size of air pump, number of cars, size of main reservoir on engine if known, any hand brakes are used, or only retainers; standard retainer holding 15 lbs. persquare inch or larger used; cars loaded to full capacity or light loads; water-brake used on engine or not; if E T equipment is used; is driver and tank-brake released while re-charging train-line; what provisions are taken for not overheating tires on engine; have you any trouble with loose tires, and are you held responsible if tires become loose; many curves or mostly straight track. Why was air gauge put in caboose? In wreck mentioned in the JOURNAL some time ago I believe the conductor claimed train-line

was very low. If gauge was placed in caboose why don't officials make some provision, or have an understanding with train crews, that when pressure in train-line falls below a certain pressure, say 55 lbs., hand-brakes must be set to help hold train till bottom of grade is reached, or until train-line is re-charged to standard pressure again, and no chance taken of train running away.

Fraternally yours,
BUSTER BROWN, Div. 276.

Different Types of Enginemen.

TERRE HAUTE, IND., Feb. 1, 1909.

Engineers are a study. Some are inclined to be more or less ill-natured, some overly humorous, others merely exist upon what they hear, and their thoughts and ideas are expressed as a result of what they have heard one of their colleagues say; while there are some that are given to more serious thought and makeup.

I have known engineers, and in fact, have fired for them who, when off an engine were as amicable and kind as one could expect; but the moment they set their foot inside an engine cab, their entire nature would undergo a remarkable change. Instead of as they were, they would become cross and snappish, scarcely speaking to the fireman, much less conversing with him. When the head brakeman would put in an appearance, a spirit of sarcasm would manifest itself, instead of one of greeting and sociability. If an engineer of this disposition could be made to realize how much more pleasure he could derive out of his work if he would put forth the best side of himself, and how, by starting on his run with a feeling of fellowship toward every man on the crew, it would facilitate his work during the entire trip, I am sure he would put forth an extra effort to conquer himself, and bring his unreasonable disposition under subjection.

Some engineers allow their tempers to master them and will get angry at very little provocation. This is one of the worst traits an engineer can cultivate.

Some years ago I was taught a very severe lesson along this line, and since then I have never allowed myself to get provoked while on an engine. I was on a local run doing some switching at a certain station on our road. I had hold of 11 cars with my engine, a non-air being the last car. Backing the train into a track, which was a connection between our line and another road, we coupled on to 12 solid loads of coal behind the non-air. The track from which we took the cars

shows all the more the foolishness of my actions. For, if a man knows a fault and sees it, whether in himself or some other, and does not profit thereby, he is indeed a very foolish man.

As I said, we attached 12 loads of coal behind the non-air, so when I was given the signal to go ahead, I started. The ten cars ahead of the non-air were charged and air-brakes working in good condition. From the connection where we were to the main track was quite a distance, so I started out for the main at a pretty rapid rate; keeping a lookout in the rear for a signal. The brakemen were on the rear end, which was obscured now owing to a curvature in the track. As the rear end came into view, there was *that brakeman* standing on the rear car, swinging his arms frantically for me to stop. When I saw him my ire was kindled, and on the impulse of the moment I threw my brake valve into emergency, thinking at the same time I would teach him how to give a decent signal. I looked back to see what effect the sudden jar would have on his equilibrium, when, lo and behold! instead of this, I saw a car about the middle of the train performing some very peculiar antics. It seemed to double right up in the middle and spread out on each side. Well! we stopped. I went back and there was the non-air car crushed like an egg-shell. Any practical man will know how this was done.



F. G. SEAVERS, C. E. Div. 96. E. H. WADE, M. M., Wis. Div. C. & N. W. Ry. P. J. CULKINS, C. L. C. Div. 96.
—Courtesy Bro. C. W. Corning, Div. 96.

was considerably curved, making it hard to see the rear end.

There was a brakeman on our crew, who used very poor judgment in giving signals, occasionally giving what is known as "The washout." If there was anything that used to try me when I was running an engine, it was to receive a hard signal from one of the crew when it was unnecessary. Now do not lose sight of the fact that I was acquainted with the faults of this brakeman, which

I ran an engine several years after that, and am running one now, but can truthfully say I do not recall a single instance wherein I have lost my temper since while in the performance of my work. I have found from personal experience that to allow myself from any cause to become vexed while on a run means an unpleasant trip. So knowing this, and through repeated efforts, I have managed to bring my temperament under subjection; and now I rarely, if ever, allow myself to become irritated while on an engine. Another disadvantage in allowing one's self to become

angry, is the reputation it gains for him. I have in mind an engineer who could not slip an engine unless someone overhearing him thought he was mad and usually made a remark of the same nature. Why was this? Simply because he was habitually losing his temper, and thus had his reputation.

Now for the engineer that is opposite in disposition to the one we have just discussed. The man that is addicted to joking, fun and humor. Of the two, we will admit, he is the most agreeable with whom to be associated. But there is a serious drawback even to him. On account of his continued jesting and jovialness, he soon becomes very familiar with all his associates, and not infrequently you can hear someone say: "Old —— is a jolly good fellow, he don't care how you get over the road, any old thing goes with him," and so on. How does this kind of man terminate? I will answer that nine times out of 10 he remains a "jolly good fellow" and at the expiration of 5, 10, or even 15 years, he is the same "jolly good fellow," and still running his engine. (Maybe some engineers do not aspire for anything higher than running an engine. But for the benefit of them, I will say this article is written for those that do.) I do not mean to infer that a man should be void of all humor, but I say he should use judgment in such matters. Someone has said, "Familiarity breeds contempt." I do not know as this is applicable here, but I do know that too much familiarity will not make an ounce of prestige. An engineer will not wield so much influence with his fireman as he otherwise would, for, owing to his conversancy with his fireman, the latter soon knows him as well as he knows himself. Hence, there is nothing about him that would cause a feeling of superiority.

There is another make-up of an engineer, and to him I wish to devote a few words. This one is a man that has never learned the secret of thinking for himself and, as a result, all his thoughts and ideas are derived from those with whom he is associated. He sits around the reading-room of the roundhouse where

all the current issues of the road are discussed, and is generally the loudest in his criticism of some change that has been made, declaring what he would do if he would have been in so and so's place. If, perchance, he is approached by someone in authority, on the subject, he will coincide with him on every point; and would not disagree for anything. This kind of man is carried about with every wind of doctrine, always agreeing with the last man with whom he converses. (The original man is more effective.)

The engineer that is the most universal success, in my estimation, is the man that is not given to too much talking while on or off an engine. One who makes his work speak for itself. While on the road he will lend his support willingly to whatever there is to do, and not waste words blaming the conductor for this or that. This does not profit the work in hand, and besides if persisted in will gain for one the reputation of a chronic kicker. He will never waste words making threats what he is going to do and never do it; and will endeavor to make everything he says or does of some weight. His superiors will soon learn by this that he is a man of his word.

Upon making work reports he will make them as intelligently as his degree of intellectuality will permit, covering all the work there is to be done on his engine, and in a direct way so the roundhouse foreman will know what to do without guessing about half of it.

Politeness is a decided mark of culture and breeding, and wish to say that this trait is very noticeable in anyone. How often have I seen this simple rule of etiquette disregarded among the men of my own class, and how often have I said to myself, Oh! for the time when the men will be awakened to a sense of courteousness, becoming more and more genteel toward each other. Hasten the day.

To keep well informed on the latest issues pertaining to his line of work, an engineer will read a great deal. He will constantly strive to strengthen his weak points, and will endeavor to derive an object-lesson from different experiences

he may have while in the performance of his duties. For example: An engineer thought he had enough water to go from A to C, running a water-tank, which was intervening. He figured to do this with the amount of water he had, everything would have to be in his favor. When he arrived at B, about five miles from A, the agent had instructions for them to pick up all cars at B. Naturally the first thought that entered the engineer's mind was how much water he had. Upon looking he found that even if he had not stopped at B, he would have run out before getting to C. Poor judgment on his part; but will say in his behalf he was a new man on this division. The result was that he returned to the intervening water-tank about three miles distant for water. This was an experience for him, and if he profited by it, he would know just how much water it would take to go from A to C in the future.

I respectfully submit the foregoing lines, trusting they will find a fertile spot somewhere among the vast army of men in whose behalf they were written and spring up bearing fruit of the most beneficial nature.

M. E. LEWIS, Engineer, Div. 754.
Southern Indiana Railway Co.

The 16-Hour Law Discussion.

Several letters on this subject were received too late for insertion in this number. All favor the law as do those published. The JOURNAL is open to opponents of the law, if any desire to give their views. EDITOR.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Feb. 1, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for January, 1909:

FROM B. OF L. E. DIVISIONS.			
Div.	Amt.	Div.	Amt.
2.....	\$ 10 00	114.....	15 00
31.....	5 00	122.....	10 00
57.....	12 00	125.....	12 00
65.....	17 00	164.....	12 50
88.....	12 00	188.....	5 00
94.....	12 00	236.....	25 00
104.....	4 00	243.....	10 00
106.....	12 00	256.....	5 00

Div.	Amt.	Div.	Amt.
265.....	3 00	453.....	15 00
271.....	12 00	464.....	16 50
272.....	5 00	475.....	10 00
279.....	10 00	497.....	10 00
294.....	\$ 5 00	522.....	2 25
313.....	12 50	563.....	10 00
326.....	2 25	567.....	7 00
350.....	2 00	656.....	4 50
362.....	20 00	680.....	11 45
372.....	12 00	740.....	12 00
455.....	7 00	754.....	5 00
446.....	4 50		
Total.....			\$377 45

FROM G. I. A. DIVISIONS.

Div.	Amt.	Div.	Amt.
19.....	\$ 4 50	263.....	\$ 7 00
26.....	5 00	273.....	15 00
94.....	5 00	289.....	7 00
101.....	5 00	304.....	5 00
165.....	2 00	317.....	5 00
187.....	2 50	352.....	3 00
191.....	5 00	389.....	2 00
Total.....			\$ 73 00

SUMMARY.

O. R. C. Divisions.....	\$145 00
B. of R. T. Lodges.....	201 35
B. of L. E. Divisions.....	377 45
B. of L. F. & E. Lodges.....	144 50
L. of A. C. Divisions.....	98 80
L. of A. T. Lodges.....	23 60
G. I. A. Divisions.....	73 00
L. S. to B. of L. F. & E. Lodges.....	25 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
Gideon Hawley, Div. 3, B. of L. E.....	1 00
Proceeds of a raffle given by Div. 529, B. of R. T., by C. S. Booton.....	25 00
Grand Lodge Ladies' Society to B. of L. F. & E., by Mrs. Mary DuBols.....	200 00
Ed Muentner, Div. 91, B. of L. F. & E.....	75
Union meeting held by Div. 165, G. I. A.....	3 00
P. F. Murnane, Div. 804, B. of R. T.....	1 00
W. J. Van Hess, Div. 193, B. of L. E.....	2 00
From members of Div. 498, B. of L. E.....	8 55
Station No. 20, Portage, Wis.....	1 25
J. P. Hagan, Div. 156, B. of R. T.....	1 00
J. Fabin, Laredo, Tex.....	4 99
Dividend on stock, donated by Hamilton Carhartt, Detroit, Mich.....	4 20
Bros. O'Neill, Shaw, Freeman, Wrede, Div. 447, B. of R. T.....	1 00
Grand Lodge, B. of L. F. & E., by A. H. Hawley, G. S. & T.....	864 31
John Burk, Div. 40, B. of R. T.....	25
Proceeds of a penny drill by Div. 376, G. I. A.....	4 00
Total.....	\$2,214 00

MISCELLANEOUS.

Twenty shares of capital stock donated by Hamilton Carhartt, Detroit, Mich.

One barrel containing clothing from Mrs. J. H. Scott, Crestline, O.

Respectfully submitted,

JOHN O'KEEFE Sec. & Treas.



Ladies' Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 1560 Fulton street, Chicago, Ill.

For the Grand Secretary Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 941 Morse avenue, North Side, Chicago, Ill.

A Receipt.

BY ANNA M. PRATT.

Take energy and patience
And mix them well together.
With plenty of good nature
That laughs in cloudy weather.

Add earnestness of purpose
In everything you plan,
And much determination
To do the best you can.

Do this with conscientious care,
And I think that you'll confess,
You've never found a better rule
For making true success.

What is the Happiest Period of Human Life?

I am sure there is only one answer. It is now. If I am doing my duty, today is the best day I ever had. Yesterday

had a happiness of its own, and up to this morning it was the best day of all. I would not, however, live it over again. I string it as a new bead, on the chaplet of praise, and turn to the better work and the higher thoughts of this present time. Of all the many days of my life, give me today.

This should be our feeling always, from the cradle to the hour when we are called to come up higher. Childhood is best for children, manhood is best for men, and old age for the silver-haired.

Which is the happiest period? Childhood, manhood, and old age alike.

"Oh, Father, it is now."

GEO. H. HEPWORTH.

Death of Brother Murdock.

Last month was announced the bereavement of our Grand Chaplain, Sister Fairhead, and again the Grand Office is called upon to announce that our beloved Grand President, Sister Murdock, is in sorrow over the death of her husband. The entire Order joins with her associate officers in their sympathy and love. The following is taken from a Chicago paper and tells the story of his life:

"Mr. Wm. A. Murdock was born in Perry County, O., September 26, 1839, died in Chicago, January 26, 1909. Came with his parents to Chicago when he was five years of age. He was the second of a family of eight children. Three brothers and a sister still remain with the widow to mourn their sad loss. He enlisted as a soldier first in the 11th Illinois Inf. in Co. E, April 14, 1861, and was mustered out August 29, 1861. He re-enlisted in the 89th Illinois Inf. Co. I, in 1862, when the second call came for volunteers and served heroically and faithfully until June 18, 1865, when he was honorably discharged. He was happily married June 27, 1881, to Miss Leticia B. Gunn, at Clinton, Ia., with whom he lived in beautiful fellowship until he was called to depart this life. He was a trusted and esteemed employee of the C. N. W. R. R. for nearly 50 years, began his service as a fireman, making his first trip with Mr. William Brice, one of the best known

engineers on the road, in 1865. In 1866 he was promoted to the position of engineer, from which position he resigned last June. Mr. Murdock was an honest, industrious, intelligent citizen, a good, kind neighbor and a greatly esteemed friend by many who knew him. Early in December last he came to realize that morality was not enough, that the grace of God that bringeth salvation teacheth that we should live 'soberly, righteously and godly in this present world.' He had lived soberly and righteously, but had not professed godliness. As the pastor visited him and talked with him and they prayed together he gave himself fully to Jesus Christ and joined the Garfield Park M. E. Church. And from that time on he seemed so contented and satisfied and was anxiously awaiting the crowning day. He enjoyed so much the religious exercises that were held from time to time in his sick-chamber and so frequently would say, 'Thank God! He has been so good to me.' The last few weeks of his life were wonderful weeks of triumph and spiritual blessing. He said on one occasion to several engineers who stood by his bedside, 'Boys, I have made my peace with God, and I am not afraid to die. Do not wait as long as I have, but do it now.' The end was most peaceful. He fell asleep in Jesus.

"The funeral services were conducted in the church by the pastor, assisted by Rev. Dr. Libberton of the Sacramento Boulevard Methodist Church, and Dr. Millner of the Presbyterian Church, both comrades in the war and members of the same G. A. R. post. A large congregation of neighbors and railroad employees and members of the G. A. R. were present to pay their last respect to the dead and to manifest sympathy for the living. We all join in expressions of sympathy and pray the God of all comfort may keep and protect the widow and near relatives and give grace sufficient for the trying hour."

Bro. George Wilson Called Home.

For the third time in less than two months the Grand Officers of the G. I. A.

are called upon to sympathize with one of their members who has been called upon to mourn the loss of a dear husband. Sister Wilson, Grand President of the V. R. A., is in deep sorrow at the death of her husband, who was taken after an illness of only a few days with pneumonia. Our love goes out to her, and our heads are bowed at this triple bereavement to the Officers of our Grand Division.

Gethsemane.

In golden youth when seems the earth
A summer land of singing mirth.
When souls are glad and hearts are light,
And not a shadow lurks in sight,
We do not know it; but there lies
Somewhere veiled under evening skies
A garden which we all must see—
The garden of Gethsemane.

With joyous steps we go our ways,
Love lends a halo to our days;
Light sorrows sail like clouds afar,
We laugh, and say *how strong we are*.
We hurry on, and hurrying go
Close to the border-land of woe,
That waits for you and waits for me—
Forever waits Gethsemane.

Down shadowy lanes, across strange streams,
Bridged over by our broken dreams;
Behind the misty caps of years,
Beyond the great salt fount of tears,
The garden lies. Strive as you may,
You cannot miss it in your way.
All paths that have been, or shall be,
Pass somewhere through Gethsemane.

All those who journey, soon or late,
Must pass within the garden's gate;
Must kneel alone in darkness there,
And battle with some fierce despair,
God pity those who cannot say,
"Not mine but thine," who only pray,
"Let this cup pass," and cannot see
The purpose of Gethsemane!

ELLA WHEELER WILCOX.

Appreciation of Sympathy Extended.

DEAR SISTER CASSELL: Through the pages of your Department I wish to offer my sincere thanks to my associate Grand Officers, all Divisions, and the many, many dear Sisters who have sent messages of love and sympathy to me and mine in the hour of our great bereavement. If their wishes and prayers avail, light indeed will be our burden of sorrow,

May the Great Comforter and Healer be with our beloved leader, Sister Murdock, who has been called upon to "pass under the rod." Sorrow is inevitable and must come to all, and at such a time our beloved Order is a thing beyond price. May it prosper and grow in goodness, and may love and harmony abide with us all. I am, Sincerely yours in F., L. and P.

Mrs. J. E. FAIRHEAD, Grand Chaplain.

A New Division.

The news comes to us of a new Division having been organized at Jersey Shore without the date of the occurrence, which was some time in January.

The Organizer was Sister J. L. Switzer, of Corning, N. Y. She was assisted by Sister P. B. Ready, President of Fall Brook Div. 23, and accompanied by 30 members of the same Division.

The new Division will be known as Pride of Jersey Shore Div. 450, and starts out with bright prospects. After the work of the day a banquet was held at the Hotel Leland; 77 Brothers and Sisters were served from an elegant bill of fare. Mrs. C. F. Kimball, a member of Div. 23, is an expert whistler, and gave several selections to the delight of the guests. The vocal numbers of Mrs. C. F. Smith and Mrs. M. H. Strauss were also well received. Many guests from out of town attended the banquet. Here's a health to this new Division.

School of Instruction.

The latter part of January a school was held in Pittsburg under the auspices of Div. 59. The Grand President could not be there and the Grand Vice-President conducted the school in her place. Sisters Wilson and Gilchrist, Grand Officers of the V. R. A., were also present. Twenty Divisions were represented, and over 175 members were present.

During the forenoon session we were called upon to open the door to two members of Div. 370 B. of L. E., who came in laden down with beautiful flowers, which were presented to the Grand

Officers and President of 59 in a most impressive manner, Bro. S. A. Irwin being the spokesman for Div. 370. Bro. C. O. Sperow was his body-guard and assisted while Bro. E. M. Caldwell remained in the anteroom presumably to greet the Brothers if they survived the ordeal of facing nearly 200 women.

The Grand Officers each gave a response, thanking the Brothers of 370 for their kindly thought, and the two especially who so ably represented the Division.

This was a most pleasant diversion, and after the Brothers retired work was resumed with renewed interest. The noon hour was full of enjoyment, as the members of 59 had prepared an elegant luncheon in the room below the hall, which was beautifully decorated, and the tables presented a fine appearance with carnations in profusion. All present partook of the feast, after which the forms of ritual were completed. Div. 59 did herself proud, and the President, Sister Appelbe, has cause for congratulation, as all work was well given. The union meetings held in and around Pittsburg are a great factor in promoting perfect ritual work.

The Grand Vice-President was presented with a hand-painted vase, the work of Sister Irwin of Div. 59, which was much admired by the recipient.

The Grand Vice-President was entertained at the hospitable home of Brother and Sister F. F. Cunningham, and in the evening a crowd gathered and cards were indulged in to the amusement of all.

German Women Earn Wages.

By a recent census it appears that of some 26,000,000 women in Germany, 25 per cent are wage-earners, as against 17.5 per cent in the United States.

One-third of the entire woman-working population of Germany is engaged in farm work. On the other hand, until recently, there were only nine women physicians in Germany to over 700 in Russia, and more than 5,000 in the United States. The German laws have been so changed that German women can enter

the great universities of the nation and study for professional careers. This means that there will be a great increase of their numbers in strictly professional work.

Windows and Doors Taxed.

A singular agitation started in the city of Rheims, France, by the mothers and housewives of the municipality, has brought to light some curious features of the tax laws of France.

It seems that, to raise annual municipal funds in Rheims, the city taxes every window and door 60 cents per year. Necessarily this has the effect of causing home builders to restrict the number of doors and windows in their dwellings. Consequently there is a paucity of good sunlight and fresh air within. To this last feature the agitating women call attention, saying that the tax methods harm the children and inmates of the homes more than the revenue derived benefits. There is some show of having the tax repealed, and then Rheims will blossom out with windows and doors wherever they are needed.—*From the Mother's Magazine.*

The Boy.

Some years ago when I first read the JOURNAL I fell in love with an article written by Norah O'Neil, "The Boy," or "Our Boys." I don't remember now, and I often look for her name on the pages of our JOURNAL when it comes every month. A compliment won't spoil you, Norah dear, so come often. I miss you, and now you know there is someone pleased with your writing.

A FRIEND.

Notice.

A UNION meeting will be held by Philadelphia Div. 332, G. I. A. to Div. 51, B. of L. E., in Davis Hall, 3930 Lancaster avenue, Philadelphia, Pa., on Wednesday, March 3, 1909, at 1:30 p. m. sharp. A cordial invitation is extended to all Divisions wishing to take part in forming a circuit for union meetings. Sister Gilchrist, Grand Trustee of the V. R. A., will be present. Hoping all surrounding Divisions will join us in forming a circuit for these union meetings,

I am, in F., L. and P.,
PRESIDENT OF DIV. 332.

Division News.

WHAT proved to be one of the most enjoyable of social functions given in Hillyard, Wash., this season was the watch

party given New Year's eve by the Sisters of Div. 327, for their husbands and families, who were most all present to grace the occasion. The event took place at the fine large home of our musician, Sister McClean who, with her committee, Sisters Young, Von Erickson and Jiby, left nothing undone to make the celebration a success. It was a big affair, and like our previous parties, proved a grand success from every point of view. The parlors were beautifully decorated with Xmas decorations, potted plants and cut flowers, which produced a beautiful effect, and added greatly to the pleasure of the evening.

Progressive whist, vocal and instrumental music and recitations were the amusements of the evening. Those receiving prizes for their skill in playing whist were Sisters Woodworth and Snyder and Brothers Snyder and Becker. After welcoming in the New Year a banquet was served, which was enough to remind one of a marriage feast. All were seated at the prettily decorated tables, and amid laughter and jests a merry hour was spent, while the viands so amply provided by the Sisters disappeared.

The banquet being over, a musical program of several numbers was rendered in a most charming manner, which helped to make the evening one of pleasure never to be forgotten by all who were fortunate enough to be present. One Brother remarked during the evening the only fault he found was we didn't have 12 watch parties in the year instead of one. The wee sma' hours had grown to great dimensions ere the last of our merry party had finally settled down in the arms of Morpheus. This was the closing of the year's work and pleasure for 1908 and the beginning of 1909.

But 1908 has been an active year for us and our labors pleasant and profitable. During the year we gave our annual ball, also have had several parties of various kinds, and in August we had a basket picnic at the lake. We also sent a delegate to the convention, Sister Snyder representing us. Her report was very satisfactory.

I can't help but speak a word of praise for our President, Sister Barr; she certainly is a most worthy member and diligent worker, always working for the good of the Order with untiring energy. We have a nice lot of Sisters, and I feel safe to say there was never more harmony within an Order of women than in our Division. We have been growing steadily, taking in new members, several at a time, occasionally.

With best wishes for a happy and prosperous New Year, I am yours in F. L. and P. MRS. M. E. SNYDER, Sec. 327.

AS AN interested party but not a member of Div. 430, at Anniston, Ala., I want to tell you something of what that little band of workers has been doing since its organization last spring. Being a Division only nine months old it has prospered beyond the expectations of the most sanguine.

They have provided themselves with everything necessary for properly conducting the business of the Order, and feeling under obligations to the Brothers for valuable assistance rendered, they presented them with officers' jewels at an elaborate banquet enjoyed by all.

One feature most unique and pleasing was the offer of prizes to every member who attended every meeting to the close of the year. Eight members qualified and in turn were presented with souvenir spoons of the Order, which I assure you are duly appreciated. The members winning this honor are: Mrs. W. J. Doggrell, Mrs. Christina Fartney, Mrs. B. M. Bradley, Mrs. Susie Adams, Mrs. Wm. Thrash, Mrs. B. E. Waide, Mrs. J. D. Broak and Mrs. Oscar Hall, and I am sure they all feel willing to be still faithful in attendance in return for the beautiful gift.

To Mrs. C. Hall, the retiring President, and her staff of officers is due great credit for the success of the Division.

AN ADMIRER OF A PLUCKY DIVISION.

WEDNESDAY evening, January 13, the members of New Endeavor Div. 47, Mattoon, Ill., gave a social at the reconstructed home of Sister Flynn, to the members and their families; the object of which was to present our Past-President with a pin and promote a more social feeling among us all. The home was beautifully decorated in the colors of our Order. Music, recitations and cards were the program of the evening. An elegant three-course dinner was served, an enjoyable evening was spent, and none of the 55 who attended have anything but words of praise for the committee who arranged so pleasant an entertainment.

Yours in F., L. and P.,
COR. SEC., Div. 47.

WINIFRED DIV. 426, Freedom, Pa., wishes to inform those holding numbers on quilt that same was disposed of at a social held January 13, Div. 306, World's Fair, St. Louis, being the lucky Division. We also would like our sister Divisions to know we are progressing nicely. We have a fine set of willing workers and we have been fortunate in having the kind assistance of Sisters Keys, Springer and Galvin, of Div. 20, who have ever been ready to

assist us with our work. We will not be a year old till March 25. This Division at our last meeting presented Sister Keys with a beautiful salad dish and Sister Reed with a handsome china pitcher, both ladies being delightfully surprised, and returned their hearty thanks to members for same. We are now preparing for a lunch and ball on February 10, to be given with Div. 590, B. of L. E.

SEC. 426.

ARROWHEAD DIV. 392, Los Angeles, Cal., had public installation January 14 at 8 p. m. A general invitation had been extended to the engineers and their families, and judging by the well-filled hall the majority accepted the invitation. The exercises opened with a piano solo, followed by the public installation of officers. Mrs. E. C. Lynch, the outgoing President, officiated, with Mrs. C. Ireland as Marshal, Mrs. Bailey as Chaplain, Mrs. Voris as musician. The officers installed were gowned in white, and carried pink carnations. Sister Lynch was presented with the Past-President pin and a beautiful shower bouquet of pink and white sweet peas by the new President, Sister Warloys, in behalf of the Division. The Marshal then conducted the Past-President to her station, and the newly-installed officers gave a fancy drill and officers' march, and the evening's entertainment ended with a fine program and a banquet to which 200 guests sat down. There were several of the Brothers called on for remarks, which they cheerfully gave, and complimented the Sisters on the perfect floor work and the good work they were doing as a body. Sister Bruner's address of welcome in original poetry was highly received. At a late hour the engineers, their wives and children and guests departed, wishing success to the members of 392.

M. WARLOYS.

ON December 12 a reception was given in Tucson, Ariz., by members of Div. 241, to Sisters Ryan, Skinner and Lowry, at the home of Sister Ryan, in honor of our President, Sister Linder, who was soon to leave for Yuma to make her future home. A good time was enjoyed by all, and a bountiful lunch was served to satisfy the inner man, and at its close the Past-President, Sister Thompson, in the name of the Division, presented Sister Linder with a Past-President's pin, which was most graciously received. W. H. T.

GARNET DIV. 313, Ludlow, Ky., had their installation of officers on January 7; many Sisters of Divs. 419 and 45 being present. After installation a luncheon was served in honor of the visiting Sis-

ters and newly installed officers, and a surprise to our retiring President, Sister Moffett, and in token of love and esteem she was presented with a handsome present by Garnet Division. Sister Boutet, our newly-elected President, making a most fitting presentation to Sister Moffett. The affair was greatly enjoyed by all. With many wishes for a happy and prosperous new year for Garnet Div.

SEC. 313.

ON January 4, Div. 305, McDonoughville, La., held their regular meeting at Gould's Hall, and installed officers for the ensuing year.

Our President, Mrs. D. Watkins, presented our Past-President, Mrs. M. Morrissey, with a pin as an evidence of the esteem in which she is held and a mark of appreciation of her services as executive officer.

Following the meeting a delicious fish supper was served and music enjoyed, at which a number of Brothers of Crescent Div. 193 were present.

Several musical selections were rendered by Sister W. J. Nash. Brother Higgins made a very interesting address, as did also several of the other Brothers and Sisters.

Our newly-elected President spoke a few encouraging words to the Brothers whose wives were not members of the G. I. A. to have them join. Hoping that our membership will increase, and trusting 1909 will prove a bright and prosperous year. Yours in F., L. and P.,

MRS. R. ENGLER, Sec.

DECAPOD Div. 402, Ellensburg, Wash., assisted by the Ladies' Auxiliary, Kittitas Valley Div. 444, gave their first ball on New Year's eve in the Arcade Hall at Ellensburg, Wash.

The decorating committee certainly outdid themselves. The hall was beautifully decorated in the color scheme with red and green lanterns. They had a locomotive which appeared to be approaching from one corner, and the rear end of a train disappearing in the other corner, with its red signals, which made it very realistic. The feature of the evening was the moonlight waltz just before lunch. For this number the only lights in the room were the red and green lanterns and the big headlights of engine (which at first was darkened) and the new moon appearing at the beginning of the waltz gradually getting larger until the moon was full, when they waltzed the old year out and the new year in. Punch was freely served throughout the evening. The dance being a success in every way.

A MEMBER.

LONE STAR Div. 90, Big Springs, Tex., is growing slow but sure. We have 18 members now and two applications last meeting day. The engineers of 212 presented us with a beautiful new desk and an amount of money that we were glad and thankful indeed to get, for we do need some new regalias, badges and other things too numerous to mention.

On Wednesday evening, January 6, at 8 o'clock, all engineers and wives were invited to meet in K. of P. Hall, 35 attending. Low and behold there was a fine new desk under our charter. Bro. L. Deats presented it to us in behalf of B. of L. E. Div. 212, in a well-worded address. Our Past-President responded in many words of thanks in behalf of the G. I. A. Also our new President thanked them. Then, best of all, and by no means least, as Brothers well know, Sisters love to eat as well as they do. Bro. S. E. Ord informed us that he had a surprise awaiting us down town. Of course, women are curious. Oh, we all are. Brother and Sister Ord took the lead, and we followed of course, to see. Wonders were spread before us when we reached the stopping place—a banquet table spread that was grand to look at; and my! but it was good to the tasters. This you are bound to know we all did full justice to. Then we returned to the hall, spent the rest of the evening in games till all decided it was sleepy time.

We are certainly proud of our new desk, but prouder of our Brothers of 212. We hope to grow and be not only a pleasure and help to them, but to always remember our motto and live to its high standard. I hope to come again with some more good things to tell you about us.

Yours in F. L. P.,

MRS. H. A. ELLIOTT, Sec.

DECEMBER 30 was a red-letter day in the annals of Div. 124, Hinton, W. Va. Invitations had been issued for that date to a reception given by the B. of L. E., Div. 101 to G. I. A. 124. Promptly at the hour a goodly number of engineers and their wives filled the assembly rooms of the Big Four building which had been decorated with the colors of the G. I. A. and presented a very pleasing appearance. After an address of welcome by Bro. J. H. Romack, C. E. of Div. 101, the company was invited to the banquet-room where a dainty lunch was partaken of which had been arranged and was served by the Brothers. They deserve a great deal of praise for their ingenuity and taste. After lunch had been served the company returned to the assembly-room where an old-fashioned "gab-fest" was held. Brother Romack called for order, when in a very neat address Bro.

G. H. Phillips presented to Div. 124 a beautiful new piano. In a very few words the President responded and accepted the handsome instrument for G. W. Stevens Div. 124. To say we are proud of this gift but feebly expresses our feelings, but we are far more proud of the sentiment which prompted the gift. For while we are called an Auxiliary to the B. of L. E., and are always ready to be a help in any way we can, we need a helping hand from our B. of L. E. Brothers. It is a source of great pride and gratification to us to feel that we are growing into closer relationship with our Brothers. May we continue to go forward together working for the up-building and good of these two organizations which mean so much to us.

PRESIDENT 124.

PLANT DIV. 383, Waycross, Ga., entertained Wednesday afternoon, January 13, a number of invited friends in a most pleasing manner at their annual installation of recently elected officers. Owing to the size of the hall it was not possible to invite as many guests as they would have wished, but the ladies hope that since Waycross is growing so they will be able next time to have as many friends present as they desire. Mrs. H. S. Du Bose, as President, made the welcome address. Mrs. H. B. Lee, First Vice-President of the Division, acted as installing officer, being assisted by Sister J. J. Thomas and Sister J. L. Goodroe, Chaplain and Marshal.

Mrs. A. E. Chandler and Mrs. J. M. Fesperman furnished delightful music. Mrs. F. B. Trent, on behalf of the guests present, responded to the address of welcome, thanking the ladies for the entertainment given. At the close of the installation the ladies of the Division served a salad course, delicious fruit punch and cake. The hall was beautifully decorated with the colors of the G. I. A. Quantities of cut flowers, ferns and palms were also used, with Japanese lanterns and parasols.

SEC. 383.

THOUGH away down in Monterrey, Mex., Metro Mountain Div. 429 is very enthusiastic in her work.

We are small in number but each works with great zeal for the good of the Order.

We have enjoyed many social times the past year but the most pleasant was a surprise given at the home of Sister W. A. Nickle, Saturday, December 26, in honor of Sisters Laro and Austin, who now live in Saltillo, Mex. The evening was spent in playing dominoes and cards. Several vocal and instrumental solos were rendered by Sister Lang and Miss Onesidora Nickle, daughter of Sister

Nickle. Delicious refreshments were served and the guests departed at a late hour, declaring it one of the most pleasant evenings ever spent. A SISTER.

ENTERPRISE DIV. 15, Sedalia, Mo., met their regular meeting day, Wednesday, January 27, and had installation of officers for 1909. They also raffled their quilt, which was won on ticket No. 196, by Div. 395, at Salem, Ill. Refreshments were served to a good attendance. SECRETARY.

TUESDAY evening, January 12, Buffalo Div. 232, G. I. A., gave a public installation of officers, followed by a banquet at their Division rooms, Boyer's Hall, corner Seneca and Emslie streets. A large number of Brothers were present from Divisions 15 and 659, and were royally entertained by the Sisters of Div. 232. The manner in which the services were conducted was indeed a revelation to the Brothers present who, some of them at least, had never been fortunate enough to witness an installation of a Sister Division. Past-President Sister Porter was the installing officer, and she did excellent work. Special mention must also be made of the splendid efforts of Sister Karnes, a Guide, and Sister Mrs. John Moore, as Marshal, filling the position perfectly.

Division 232 should be proud, and justly so, for the excellent staff of officers that guides its destiny. The fact that the officers were re-elected is evidence enough that the Sisters of Div. 232, G. I. A., are satisfied that they have as good a staff as there is in the Order. Sister Watkins, as President, is an untiring worker. The beautiful gift from the Sisters, of a set of knives and forks presented to her, is proof of her efforts being recognized, and it shows also that they are with her in a grand work. Sister Watkins was much surprised when Grand Treasurer Sister Bailey stepped forward and, in a neat speech, told of how earnestly she had labored the year just passed, and "the Sisters of 232 just thought they would show that your efforts were recognized," and that the love of Div. 232 went with the gift. Sister Watkins replied with difficulty, but she managed to thank the Sisters feelingly, and added, "You must have known what I wanted," which caused much merriment.

The visitors from out of town included Second Grand Vice-President Mrs. J. M. Mains, of Toronto, Can.; Sister Byers, Grand Organizer and Inspector, Meadville, Pa., and a number of Sisters from Corry, Pa. Sister Mains made a brief but interesting address, and a few well-chosen remarks from Sister Byers, con-

gratulating Div. 232 upon its excellent work. Grand Treasurer, Sister Bailey, who is a Buffalonian, made a very impressive as well as interesting address. She told of the early struggle of the G. I. A., of how Grand President Sister Murdock approached Chief Arthur with the proposition to accept the five Divisions she had formed as an Auxiliary to the B. of L. E. Of how he informed Sister Murdock that when she had 25 formed he would consider the matter, and eventually the required number was a reality, and today the G. I. A. boasts of about 450 Divisions. This happened about 21 years ago, so we can see a remarkable growth of the Auxiliary. Sister Bailey said in conclusion, "It has been the impression generally, that the duties of woman are exclusively in the home, and care of their immediate families, but it is being demonstrated every day that the duties of woman are broadening, and in the work of the G. I. A. we have this fact before us. We care for the sick and needy among our membership; we visit the hospitals, and in many ways show that woman is an absolute necessity where suffering and hardship are prevalent outside of our own family circle."

There are a great number of women, wives of Brothers, who should join us, and I hope that in the year 1909 we will be able to show a substantial increase in membership. Show the good deeds done, and the good that can be done by joining the G. I. A. I appeal to the wives of our Brothers who are not members for:

"It isn't the things you do, dear,
It's the thing you've left undone,
Which gives you a bit of heartache
At the setting of the sun.
The tender word forgotten,
The letter you did not write,
The flower you might have sent, dear,
Are your haunting ghosts tonight."

Sister Bailey's address was loudly applauded, and after a few fitting remarks from a number of Brothers and Sisters present, all adjourned to the banquet-room, where the good things were spread in great profusion, in fact, too numerous to mention. Dancing was indulged in, the beautiful music of Leib's Orchestra making it impossible for anyone to refrain from "tripping the light fantastic until the wee sma' hours of the morning."

Success to Div. 232, and the G. I. A. all over the land, was the expressed wish of all who attended. D. C. H., Div. 15.

DIVISION 384, Jacksonville, Fla., sends greetings to all sister Divisions and wishes to be known as a hustling little Division.

On January 14, we held our installation

of officers. Visitors were present from Waycross, Ga., Birmingham, Ala., Waldo and Fernandino, Fla. Sisters Du Bois and Goodroe, of Waycross, assisted in the ceremonies, which were beautiful and impressive. At the close of installation Sister Hunt in her always graceful manner presented Sister Wakefield with a handsome Past-President's pin as a small token of the love and appreciation of the Division, to which Sister Wakefield responded with much feeling. At the close of the meeting refreshments were served and a most delightful social hour enjoyed.

This Division has grown greatly in strength and importance during the past year, a growth largely due to the untiring efforts of its efficient corps of officers, particularly our President, Sister Wakefield, the appreciation of whose efforts was shown by her re-election to the presidency. While the social features have been much enjoyed by our members, the strong bond of sisterly love and sympathy shown during times of sorrow and affliction has brought us closer together and still more forcibly demonstrated the principles of the Order and our great aim and object which is to be a worthy Auxiliary to the B. of L. E., from whose strength ours is derived.

MRS. F. W. AMASON, Sec.

THE readers of the JOURNAL may not know that we have a Division in Columbus, Miss., as we have never written anything about our work before, but we are so proud of what we have accomplished since our organization we wish to tell it to the JOURNAL readers, if you will kindly grant us the space. About fifteen months ago M. F. McWilliams Div. 411 was organized by our beloved Grand President, Mrs. W. A. Murdock, with a charter membership of 21. Since then we have paid for our regalia and Division supplies, a piano, and furnished the hall with carpet, shades, etc., and actually have some money left in the treasury. Are you surprised that we are proud of ourselves and our work? We are under many obligations to the Brothers of 719 for liberal contributions, advice and encouragement.

PRES. DIV. 411.

To Nutmeg State Div. 412, of New London, Conn., 1909 looks attractive. Our Division though only one year old is prosperous and enjoyable. We have a membership of 37 and others are to be balloted on at our first session in February, and there are others we feel quite sure of adding to our number perhaps during the coming year. We celebrated our first anniversary by giving a public

whist, also sitting for a group picture which will, we expect, appear in the JOURNAL later.

Nineteen hundred and eight has been prosperous taking into consideration it was our first year. We feel grateful to the officers of 1908 for our rate of standing at the present time. Looking from the point of view that experience is a great deal we expect the officers of 1909 to get close to perfection.

Our social functions during the past year have not been numerous, yet everything we have executed has been a success. At our next regular session, February 8, we expect to entertain Ella Minor Div. 177, New Haven, Conn., and on February 23 we will give our second annual ball, and judging from the ready sale of tickets the second will be as successful as the first, which put a good sum in our treasury and gave us encouragement.

Sister G. H. Vassar, chairman of our executive committee, is deporting herself in a very capable manner.

Yours in F. L. and P.,
COR. SEC. 412.

THURSDAY, January 21, Div. 25 B. of L. E. and Div. 29 G. I. A., of Terre Haute, Ind., met in their hall to celebrate the 14th anniversary of Div. 29. A banquet was served at 7 p. m., over 100 Brothers and Sisters with their families being present.

These Divisions have a reputation for their annual banquets, and they certainly upheld it on this occasion.

The Sisters opened the program by giving their officers' drill, followed by the installation of officers, and we think some of the Brothers discovered the reason why their wives take such an interest in the Auxiliary work, when they saw only this small part of our beautiful ritual work. Every officer was present and dressed in white, Sister W. H. Kingery, Past-President, acting as installing officer. Sister A. G. Gipson, retiring Secretary, as Marshal, and Sister L. G. Mills as Chaplain. Sister Shea, our President, surely has her eye on the treasury, as she did not fail to tell the Brothers how to perform during the penny march. This was followed by a short program of songs and piano solos.

Many thanks are due the committee of arrangement, composed of Sisters Larr, Brannin and Scofield and Brothers Kingevy, Herron and Larr, also Div. 25 for their generosity and material aid in making this celebration a success.

It was with pleasure we greeted the Brothers who traveled miles to be with us just for a few hours, also those who are not with us often, and we trust

their faces will again be seen in every social gathering we have. Remember, Div. 29 expects to celebrate again on January 21, 1910, when they will at last be able to furnish the table linen, dishes, knives and forks. COR. SEC.

TOLEDO DIV. 391, Toledo, O., celebrated their second anniversary in an enjoyable manner January 29. An oyster supper was served to about 150 guests. The tables were arranged in the form of the letter E and beautifully decorated with palms. An interesting program was then given, consisting of a piano solo by Miss McMeans, a pleasing welcome address by Sister Esther Watson, President of 391, vocal duet by the Misses Hobe, recitation by little Evelyn Hobe, a drill by 21 Sisters, with Sister Silliman as captain. It was a very pleasing sight when the ladies all dressed in white and wearing the colors of the Order appeared on the floor. The figures put on were G. I. A. to B. of L. E., passion cross, Greek cross, heart, anchor, crescent and star and blending colors at the altar. Judging by the hearty applause it was much appreciated by all. Bro. Dougherty, Chief of 457, responded in a few well-chosen remarks. A violin solo by Miss Luce, recitation by Miss Rowe, vocal solo by Evelyn Hobe, recitation by Loretta Hobe, whistling solo, Mrs. Marie Watson Davenport. Each number on the program was especially good and heartily applauded. A social hour and dancing concluded the program and all departed wishing 391 every success. M. J. L.

COTTON BELT ROSE DIV. 197, Tyler, Tex., celebrated their 14th anniversary, January 29, by an informal gathering at the home of Mrs. Wm. Yard. Wintry blasts without, cheery fires within, gave an added coziness to the home, where with gracious hospitality the hostess was untiring in her efforts to minister to the pleasure of her guests. Interesting conversation, piano selections and phonograph music furnished the entertainment for the afternoon. The serving of a dainty menu, chicken salad, olives, crackers, cake and hot chocolate with whipped cream, closed the pleasure of this very delightful occasion.

This Division is composed of 18 loyal members who are working together for the interest of our Order, and the loved ones of the throttle. A new member will be initiated at the next meeting.

Yours in F. L. and P.,
MRS. J. T. EDINGTON, Cor. Sec. 197.

WHEN the women of Supreme Div. 344, Champlain, Ill., planned for a public

installation, they little thought that one of their guests would be a Grand Officer of the B. of L. E. But such was the case. On the afternoon of the 3rd of January came a telegram from Brother Wills saying he would be in Champlain, Ill., on the 5th and to have all arrangements made for holding a meeting of the Brothers of 602, B. of L. E.

When the 5th of January dawned Brother Wills was on hand to meet with the Brothers. Every engineer who could possibly do so layed off to attend this meeting, which pleased the Sisters of Div. 344 very much, for they were all very anxious to have as many of the Brothers present at their installation as possible.

Of course Brother Wills was informed of what the Sisters had in store for the evening, but being very bashful and of a retiring disposition, he tried to get out of attending, but we could not listen to that. So we induced him to attend, and as he told me later in the evening he was very happy to be present, and would not have missed it for anything. He said it was not often he had a chance to meet so many very nice young ladies as here in Champlain, and let me tell you, the young men had to take a back seat, and when they started to dance we could not keep him off the floor. So Sisters, if Brother Wills ever happens your way, just entertain him with a dancing party.

Everyone present was more than delighted with the work done by the Sisters of Div. 344. They certainly looked lovely all dressed in white, and when on the floor going through the different drills they received many compliments on their work. And when they came to the retiring drill they could scarcely keep the Brothers from joining "in the dance" as they called it. After installation was over we spent the rest of the evening in dancing. Dainty refreshments were served, and then all departed for their homes, declaring that Supreme Division certainly is "Supreme," not only in name but in everything they undertake to do. Come again, Brother Wills, we will be happy to meet with you at any time.

Yours in F., L. and P. M. H.

On the evening of February 2, Foresters' Hall, on Bank Row, Greenfield, Mass., was the scene of the largest local gathering of B. of L. E. and G. I. A. members ever witnessed in the town.

The occasion was public installation, members being present from North Adams, Gardner and Bellows Falls. There were several fancy drills given, and then came installation. Sister Davis was presented with a pin. A very pleas-

ing program was then rendered, consisting of vocal and instrumental music. At the close of the entertainment the Brothers were called on for remarks; some responded. One said he had enjoyed the square corners very much, but one was found who said, "he was so faint thinking of the good things in the banquet hall he could not respond." So we thought it best to adjourn to the banquet hall where a bountiful spread had been prepared by the committee. This was heartily enjoyed by the Brothers and their families, after which dancing and whist were indulged in. The pleasures of the evening were over all too soon. One Brother expressed much pleasure and hoped the Sisters would often entertain, as it brought the families of the B. of L. E. together in a social way. F. E. B.

At Dickinson, N. D., the annual masquerade ball of the Auxiliary to the Brotherhood of Locomotive Engineers in the armory recently was one of the largest attended dances of its kind held for a long time. There were fully 100 couples masked and in costume, while every inch of available room in the gallery and on the floor was occupied with spectators. Financially the dance was very successful and the ladies realized a good sum.

The hall was effectively decorated in the national colors and with streamers of bunting from the center of the hall to the corners, crossed flags, etc., looked especially well. The balcony was draped with bunting and in the center was a searchlight which was used for moonlight effects. Over the stage was a banner with "Welcome" and the name of the Auxiliary upon it.

With so many couples in costume, there was a wide opportunity for a great variety of characters and many effective designs were to be seen on the floor. It was impossible to secure anywhere near a complete list of maskers, so no attempt is made at mentioning the names of those who were in costume.

The management awarded prizes for the handsomest and most comical ladies and gentlemen. Miss Myrtle Cramer, as the Queen of France, was declared to have the handsomest costume worn by the ladies. The first prize for the gentlemen was a tie between Lee Nichols and Michael Drury, who were dressed almost alike as colored dudes. They drew lots for the honor and Mr. Nichols was the successful one. The first prize for the most comical lady was awarded to Miss Mabel Cummings, who represented "Looking Backward." Frank Hubbell, as a German with big wooden shoes, carried off the honors as the most comical gentleman.

There were a large number of others who deserved prizes. Among the characters represented were an Indian maid and Indian chief, cowboys and cowgirls, Dutch girls, liberty girls, flower girls, good luck costumes, Dickinson police, turk, devil, Uncle Sam, Spanish girls, princes, tambourine girls, innumerable clowns, a nightshirt brigade with candles, red sheath gowns, girls in gowns of every imaginable color, Southern mammy, darkies, rubes, tramps, Red Cross nurses, Mexicans, show girls, Irish characters, Jews, peddlers, sailors, soldiers, Tommy Atkins, butterfly, etc.

The grand march was led by the two darky dudes with colored ladies as partners, and was an interesting sight with all the different costumes. Until 11 o'clock, none were allowed to participate in the dancing who were not masked, and the fun was fast and furious. Between the dances, the antics of the comic characters convulsed the spectators and caused no end of amusement. The awarding of the prizes was followed by a circle two-step, during which the unmasking took place. After the masks had been removed, photographer A. J. Osborn took a flashlight group of those in costume. Dancing was then participated in by a crowd of fully 150 couples until after 3 o'clock. The music furnished by the Dickinson Military orchestra was unusually good, and the dance program included several barn dances, which have become all the rage here.

There were quite a number of out of town guests at the dance. A delegation from Glendive was expected, but a trainmen's dance there the same evening interfered with the plans. Among those from Mandan were Mr. and Mrs. D. S. Littlehales, Joseph Crothwaite, Ed. Nichols, Mrs. Bradford and Miss Blanchett.

The Dickinson branch of the Auxiliary is one of the smallest in the Order in point of members. The fact that the branch has 13 members on its rolls does not seem to be a hoodoo, for everything the ladies have taken up has been successful. All of the 13 members made up the different committees and all had an active part in the success of the dance.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., March 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than February 28, 1909.

You are hereby notified of Assessment No. 3 for Contingent Fund, and for the payment of this assessment you will collect 25 cents from those carrying one certificate, and 50 cents from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same be later than February 28, 1909.

This Assessment to be collected and remitted with the March Assessment.

You are also notified that after March 10, 1909, the address of Mrs. Jennie E. Boomer, General Secretary and Treasurer, will be 941 Morse avenue, Chicago, Ill.

ASSESSMENT No. 434.

Chicago, Ill., Jan. 10, 1909, of cancer, Sister Jennie Murdock, of Div. 1, aged 56 years. Carried one certificate, dated March 1, 1899, payable to George Murdock, husband.

ASSESSMENT No. 435.

Baltimore, Md., Jan. 15, 1909, of heart disease and dropsy, Sister Mary Brockman, of Div. 110, aged 52 years. Carried one certificate, dated July 20, 1895, payable to John, George, William, Philip, Harry, Lillian, Hilda and Theodore Brockman, children.

ASSESSMENT No. 436.

Greenville, Pa., Jan. 16, 1909, of pneumonia, Sister J. E. Dunlavy, of Div. 319, aged 31 years. Carried one certificate, dated August 25, 1901, payable to J. E. Dunlavy, husband.

ASSESSMENT No. 437.

Chicago, Ill., Jan. 19, 1909, of cancer, Sister Elizabeth Sheridan, of Div. 165, aged 57 years. Carried two certificates, dated Jan. 12, 1900, payable to Frank Glock, son, and Mary Deacon, sister.

ASSESSMENT No. 438.

Philadelphia, Pa., Jan. 20, 1909, of uraemia and heart disease, Sister Sarah S. Myers, of Div. 112, aged 57 years. Carried one certificate, dated June 21, 1900, payable to Elsie Pearl Myers, daughter.

ASSESSMENT No. 439.

Rutland, Vt., Jan. 28, 1909, of heart disease, Sister Margaret Sullivan, of Div. 119, aged 52 years. Carried one certificate, dated May 11, 1892, payable to Mary Sullivan, daughter.

ASSESSMENT No. 440.

Boston, Mass., Jan. 30, 1909, of pneumonia, Sister Abbie Bussell, of Div. 256, aged 66 years. Carried one certificate, dated Sept. 10, 1901, payable to Charles A. Bussell, son.

ASSESSMENT No. 441.

Warren, Pa., Feb. 5, 1909, of paralysis following operation, Sister G. W. Metzgar, of Div. 28, aged 60 years. Carried two certificates, dated May 3, 1898, payable to G. W. Metzgar, husband.

Members will pay their Insurance Secretaries on or before March 31, 1909, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within ten days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 436, 437, 438, 439, 440 and 441 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 419 and 420, 6,691 in the first class, and 2,960 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,
941 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

Question: How much oil does a 9½-inch air-pump need in 12 hours, making about 65 strokes a minute? Also how much oil for a 11-inch pump making about 45 strokes a minute? A. L. H.

Answer: Two drops a minute for the steam cylinder and its valves should keep it lubricated in good shape, provided that the oil does not leak out at the pump governor drip-pipe, at the joints of the steam pipe and at leaks where the cylinder head is fastened to the steam cylinder. If the valves or packing rings are cut or blowing through, most of the oil that gets to the steam end will get into the exhaust in short order, and of course does no good there.

Now, according to the Galena Oil Company, there are 6,500 drops in a pint of valve oil; that will last, at two drops a minute, 3,250 minutes, or 54 hours and 10 minutes; half a pint would last 27 hours and 5 minutes. With a 12-hour run, that should leave plenty of oil for the air cylinder. The valves of the air end are better without oil, but if the cylinder gets enough, some is pretty sure to get to the air valves.

Oil does not do a very hot pump much good. It is *not* usually want of oil that makes the air cylinder run hot.

There are lots of air pumps calling loudly for oil for lubrication when the whole trouble is caused by leaks that use up and waste the oil before it reaches the rubbing surfaces.

Some railroads connect the oil pipe from the lubricator to the top of the steam chest so that the oil is delivered between the differential pistons and over the main slide valve. In that method none of the oil passes through the governor or out at the leaky steam joints at the back of the steam cylinder. This method insures that the oil fed to the

steam end of the air pump does not have to pass the usually leaky places. The air-pump manufacturers say that this causes the governor piston and its cylinder to wear out some faster, but it is a sure plan to give the steam valves and piston the first chance at the oil.

This plan can be worked with a triple feed cup, but not when a separate independent lubricator is used, as the oil will siphon out of the independent cup when the governor shuts off steam from the air-pump steam chest.

Leaks of steam and oil on the way to the steam end of the pump should be attended to if the pump is to do its work there satisfactorily, and leaks in the air pipes and connections that waste the air *after* it has passed through the pump are responsible for more hot pumps than want of oil for lubrication.

Question: Are there any successful devices to lubricate the triple valve steadily while it is in operation and thus prevent its getting dry and sticking?

R. G. C.

Answer: There are several devices that are to be attached to the train pipe close to the triple valve that are designed for this purpose. Several of them employ a sort of paste moulded into the form of a candle; the air as it passes the paste carries along small particles of it up into the triple valve. In the emergency or quick-action operation of the triple valve some of the paste is carried into the brake cylinder also.

We do not understand that oil cups set above the triple valve have been very successful, as they are liable to feed too fast if they feed at all.

When you consider that two drops of oil, if put on properly, will lubricate a triple valve, slide valve and piston packing ring, and that if no dust or grit gets in the triple to dry up the oil, this will last for three months, you can see that the oil cup would have to feed pretty fine to put the right amount of oil where it belongs.

The worst trouble about the triple valve proposition is keeping it clean. Dirt and grit are the usual causes of sticky triples. To keep them clean they

must be examined at short intervals, and they are then lubricated ready for the next season of work.

Question: Why should the compressed air go to the main reservoir before it comes to the brake valve? R. G. C.

Answer: Because the free air as it is drawn into the air-pump inlet contains a percentage of water in the form of vapor. When the air is compressed to about 100 pounds—say to one-seventh of its original volume—about six-sevenths of the original water vapor separates from the compressed air and is precipitated in the shape of solid water. As long as the compressed air retains the heat generated during compression the water will remain in the shape of a vapor. As soon as the air cools down to the normal temperature of the atmosphere surrounding the brake equipment—piping, main reservoirs, triple valves, etc.—the water vapor changes to water. Water is a very bad article in either the train pipe or triple valves and to keep it from getting into the train pipe we try to cool the compressed air down to normal before it leaves the main reservoir so all the water will be left there.

If the air does not all of it go into and through the main reservoir some of it will cool off somewhere else and deposit its surplus of water there.

Question: What does 10 to 1 brake leverage mean? I see the term used in air-brake books and no explanation given. R. G. C.

Answer: Ten to 1 brake leverage means that the levers are so designed that the power of the compressed air pressing against the brake piston will be multiplied ten times before it reaches the brake beams and shoes. For instance, an 8-inch brake piston has a 3,000-pound pressure against it when the brake is set solid. If the levers are designed for a 10 to 1 increase the total strain on the brake beams and their shoes will be 30,000 pounds. If the leverage were 7 to 1 the total brake power would be 21,000 pounds, and so on for any other proportion. Multiply the pressure in pounds on the brake piston by the leverage and

the product will be the total strain on the brake shoes.

Ten to 1 leverage is about as high as we usually find nowadays. Seven to 1 is more common. The reason is that it is a foundation principle of brake leverage that with any lever the power, or the brake piston in this case, must move 10 times as far as the weight or work to be done, or the brake shoes, with a 10 to 1 lever. This means 10 inches for the piston to 1 for the work done or brake shoes. A heavy leverage means long piston travel and a small brake shoe clearance at the wheels; for that reason a lower leverage than 10 to 1 is preferred. This requires a larger brake cylinder.

If we reduce the leverage, then in order to get the same braking power we must increase the power at the brake piston either by an increase of air pressure or an increase of the size of the piston.

Question: I see it stated that cast-iron car wheels with chilled treads slide more readily than steel-tired wheels. Why is this? R. G. C.

Answer: Experience with cast-iron chilled wheels as against steel-tired wheels shows that there is more trouble from the skidding of chilled wheels than with steel-tired ones. There are several theories advanced for this difference. One of them is that the metal of the steel tire gets a better contact or grip on the particles of steel in the rail than the very hard metal of the chilled wheel does. It is a well-known fact that two metals of different kinds give less friction or less resistance to being moved or rubbed across each other than two pieces of the same metal. The particles of the different metals do not interlace with each other as closely as metals of the same texture do. Therefore, the steel-tired wheel when rolling along a rail has a better grip on the rail than the chilled wheel.

Another theory is that the chilled wheels are not as near a true circle at the tread as the steel-tired wheel that has been turned in the lathe is sure to be. You can readily see that a wheel that is not exactly round will be skidded easier by the application of the brake than if ex-

actly round. Chilled wheels when cooling off may not shrink alike at all points. This point we will let the wheel-makers settle for us.

Steel-tired wheels are usually in service on passenger equipment; the brake, from the shoes to the cylinder, are of better design than the freight car brakes that use the chilled wheels. This fact may have something to do with the prevalence of skidded wheels on freight cars. It is a certainty that the passenger brakes are better taken care of than freight cars, but chilled wheels used on passenger cars seem to give more trouble from skidding than the steel-tired wheels.

So, most of the experts think it is on account of the difference in the metal of the part of the wheel that rolls on the rail that skidding affects wheels so much more.

Question: I was starting to descend a $1\frac{1}{2}$ per cent grade when I noticed air was escaping from the air system in the cab. I first put my finger under the train-pipe exhaust, but found no leak there or at the connections to the gauge or brake-valve reservoir; looked at the gauge and saw it showed 75 pounds main reservoir and 60 pounds train-pipe pressure with air pump working hard. I next tried the emergency exhaust of the F 6 brake valve and found a large flow of air from it. The brake valve was on running position and had been for 45 minutes.

The train did not appear to be reducing speed, so I moved the rotary to service position till the equalizing piston responded to the change in pressures; moved it back to running; the leak stopped; pressures pumped up to normal and there was no more trouble.

The train consisted of 25 cars and weather condition was 6 degrees below zero.

Please answer through the Air-brake Department of the JOURNAL what caused the air to flow from the emergency exhaust port of the F 6 brake valve with valve in running position, and why the brakes did not apply after such a reduction in chamber D pressure. T. G.

Answer: The only way that air can get to the emergency exhaust of the F 6

brake valve when the rotary is in running position is by reducing the main reservoir pressure till the rotary is lifted off its seat by the train-pipe pressure under it. Air can then flow from both the train pipe and main reservoir to the exhaust port in the center piece of the valve. This sometimes takes place when the air pump stops and the main reservoir pressure leaks away faster than that in the train pipe. If you have an E T locomotive equipment in service, after the 25-car train is pumped up to standard pressure, close the stop-cock near the main reservoir; this will shut off the main reservoir supply of air and bleed the main reservoir air out of the piping leading to the brake valve and the rotary will probably be lifted off its seat, unless it is in full release position.

Try this and you will then see how it works.

Now, as to why the brake did not set when the train-pipe reservoir reduced to 60 pounds: This reduction may have been too slow to apply the brakes with so low a temperature. The conditions on the train may have had something to do with this matter, aside from the weather.

Ordinarily, when the air pump stops for a few minutes and then starts up again, whether from a defect of its own that does not appear again afterwards or from a defect in the pump governor, the first notice the engineer may have is something else going wrong to call his attention to the air gauge.

Electrical Railroading.

BY ELWOOD GRISSINGER.

PART XXXV.

There are two standard methods of starting constant-speed induction motors, the particular method to be employed depending upon the size of the motor to be started and the load connected to the motor as well as the restrictions imposed by virtue of the characteristics of the power supply circuit. The smaller sizes of constant-speed induction motors, such as 5 horsepower capacity and under, are satisfactorily started by connecting them directly to the power supply circuit

with an ordinary blade switch. Sizes over 5 horsepower capacity are provided with some sort of a starting device, the purpose of which is to reduce the pressure of the current supplied to the motor and thereby reduce the strength or the rush of current at the moment of connecting the motor windings with the supply circuit.

Prior to turning current into an induction motor, there is no magnetic field present in the armature or field cores of such a motor. Therefore, when current is first turned on, it assumes a higher value than normal because of the excess current necessary to induce magnetism. This magnetizing current is further increased by virtue of the load conditions which may be upon the motor at the time and the necessity of starting the revolving element of the motor into rotation from a position of rest. Unless some means are employed to reduce the current at starting, the larger motors will not only draw an abnormal current from the supply circuit, but will induce very severe strains upon the moving elements and upon the equipment which the motor is driving.

One form of starting device for such motors has been termed an auto-starter. This device is a combination of a double throw switch and a static transformer, which transformer has one or more taps which can be connected to the motor terminals. The different taps from the transformer, also termed the auto-transformer, are so arranged that different degrees of starting torque can be obtained by changing the pressure which can be applied to the motor terminals through the transformer. In general, the auto-starter can be applied to all cases; although there are conditions where easier starting is necessary and where some refinements over the auto-starter are introduced.

The auto-starter has an auto-transformer or converter mounted within a case and this converter is made up of a single coil of wire with one or more loops or taps taken from the coil at intermediate points throughout its length. In a coil of this kind, if its ends are con-

nected to the supply circuit, the E. M. F., or pressure from one end of the coil to any one of the taps or loops, is proportional to the number of intervening turns of wire comprising the coil. If the number of such turns be equal to one-half of the total number, then the pressure between the end of the coil and the taps will be equal to one-half of the pressure of the supply circuit. The currents in the supply circuit and in the circuit of which the end of the auto-converter coil and the loop from the same form a part, bear the same relation to one another as do the primary and secondary currents in an ordinary static transformer. If the pressure of current delivered to the motor is reduced to two-thirds that of the line, then the current to the motor will be increased to one and one-half times the current in the supply line; or if the pressure to the motor is reduced to one-half that of the line, then the current strength in the motor is increased to one and one-half times the line current.

A standard form of auto-starter has two small auto-converters mounted within an iron case in conjunction with a four-pole double throw switch, which switch is utilized for both two and three-phase types of motors. The present method in all such starting devices is to mount the transformer windings and the switch contacts in such a manner that they are submerged in an insulating oil. This construction prevents any arcing at the switch contacts when opening and closing the circuit to the motor. It also makes it possible to use such motors and starting devices in places where sparking from switch contacts, which is permitted to take place in the open air, might prove dangerous on account of the presence of inflammable materials, gases, etc.

Previous to starting an induction motor, the switch of the auto-starter should be in the neutral position, and in most types of such starters, this means that the switch handle should be in a vertical position. When the switch is in the neutral position, no current is flowing either to the motor or to the coils comprising the auto-converter. The

respective phases, otherwise one circuit of the motor would receive more current than the other which would interfere with smooth starting and unbalance the supply circuit.

A better understanding will be had of these starting arrangements by noting the connections outlined in Fig. 1, which shows the circuit arrangement for a two-phase motor connected to a two-phase four-wire supply circuit. In this figure, the four-line wires of the supply circuit come into four single pole fuses, and from the fuses the wires are connected to four terminals of the starting device representing the one side of the four-pole double throw switch. The two outside terminals of this switch are connected to ends of the coils comprising the auto-converter, the other ends of the same coils being carried to the two central switch contacts on the opposite side of the double throw switch. It will be noted that three taps are taken from the auto-converter coil placed on each side of the switch, the taps from each of the auto-converters being made at equidistant points. The case illustrated shows that the lower tap from each side is used, and that these taps are connected to the two outer terminals of the double throw switch, and upon the opposite side of the switch to which the main line terminals are connected. The middle row of switch terminals is connected to the motor terminals, the two phases being marked as Phase A and Phase B respectively. Two auxiliary switch contacts are provided between the central switch terminals and the set which are connected to the taps of the auto-converter coil. These are provided to form a return path for the current coming from the auto-converter winding and going to the two central terminals of the side of the switch to which the main line terminals are attached.

Tracing the path of the current, therefore, it is seen that current from Phase A for instance passes through switch terminal 1 to the one end of the auto-converter M, through a portion of that coil to the contact O, and from this contact to the switch terminal 2, thence to motor terminal 22,

through one phase of the motor winding and out of the same at the motor terminal 23 to the switch contact 10, thence through the blade of the switch to the switch terminal 13, from which the path of the current leads to switch terminal 3, the last named being also connected to the other side of the circuit termed in this instance, Phase A. By changing the position of the taps or loops of the auto-converter, different voltages will be delivered to the motor terminals 22 and 23, and therefore different starting conditions will govern. The same reasoning will apply to the Phase B. The switch terminals 13 and 14 are used to form a common return for the current from the ends of the auto-converter coils and from the motor terminals 23 and 25 to the terminals 3 and 5 of the Phases A and B respectively. The designs of the motors and of the starting devices are such that the respective phases are electrically symmetrical at all times, whether in starting or in running. This condition does not work out in practice as showing an exact balance, but the results accomplished are acceptable. The same general auto-converter starter can be used for two-phase four-wire circuits, for two-phase three-wire circuits and for three-phase three-wire circuits.

Fig. 2 shows a diagram of the connections between the supply line, the auto-starter and a three-phase motor, where the leads of the supply circuit are designated as A, B and C. The three phases may therefore be designated as Phase A, Phase B and Phase C, made up by considering that the leads A and B comprise Phase A, leads B and C form Phase B, and leads A and C the Phase C. The switch contacts are numbered the same as in Fig. 1. It will be seen, however, that switch contacts 3 and 5 are connected together and to the line wire B. Through these contacts, therefore, we have the common return for the ends of the auto-converter coils M and M'. This common return is also carried along from switch terminals 10 and 11 to the middle motor terminal 23. The path of the current in the Phases A and B may be traced out in the same way

as for Fig. 1. The path of the current in Phase C of Fig. 2 may be considered as starting at the switch terminal 1 leading through a part of the auto-converter to terminal 2 to terminal 9, to motor terminal 22 and through Phase C of the motor winding to motor terminal 24, to switch terminal 12, to switch terminal 3 and from 8 to O' of auto-converter M' and out to line C through the switch terminal 7. The Phase C of the diagram in Fig. 2 is therefore connected in series with the two equal parts of the auto-converters M and M'. This gives a somewhat unbalanced starting effect, but inasmuch as Phases A and B are symmetrical, no objectionable results are evident from the method employed. It is to be understood, however, that all phases are supposed to be alike and, therefore, the respective phases may be numbered or lettered at will, so long as a Phase A of a particular system shall be carried through as Phase A, and not confounded with another phase. In other words, if we start out from the power house by numbering or lettering any particular phase as 1, A, or some other distinguishing sign, this phase must be known as such wherever it runs, and all taps taken from it must be known as the same phase. This is necessary because there is a difference in pressure between the different phases of a generator, and if the leads of two different phases were brought together by mistake at a common point, a short circuit would occur, the nature of which and the amount of damage done depending only upon the capacity of the apparatus behind the short circuit. This difference in pressure will be shown diagrammatically later.

The figures shown herewith in illustration of the two-phase and the three-phase motor referred to closed circuit motor windings more generally termed the Delta connection. This form of connection or winding has been shown in drawings in previous papers. The standard forms of induction motors are so wound and connected. If other forms of wind-

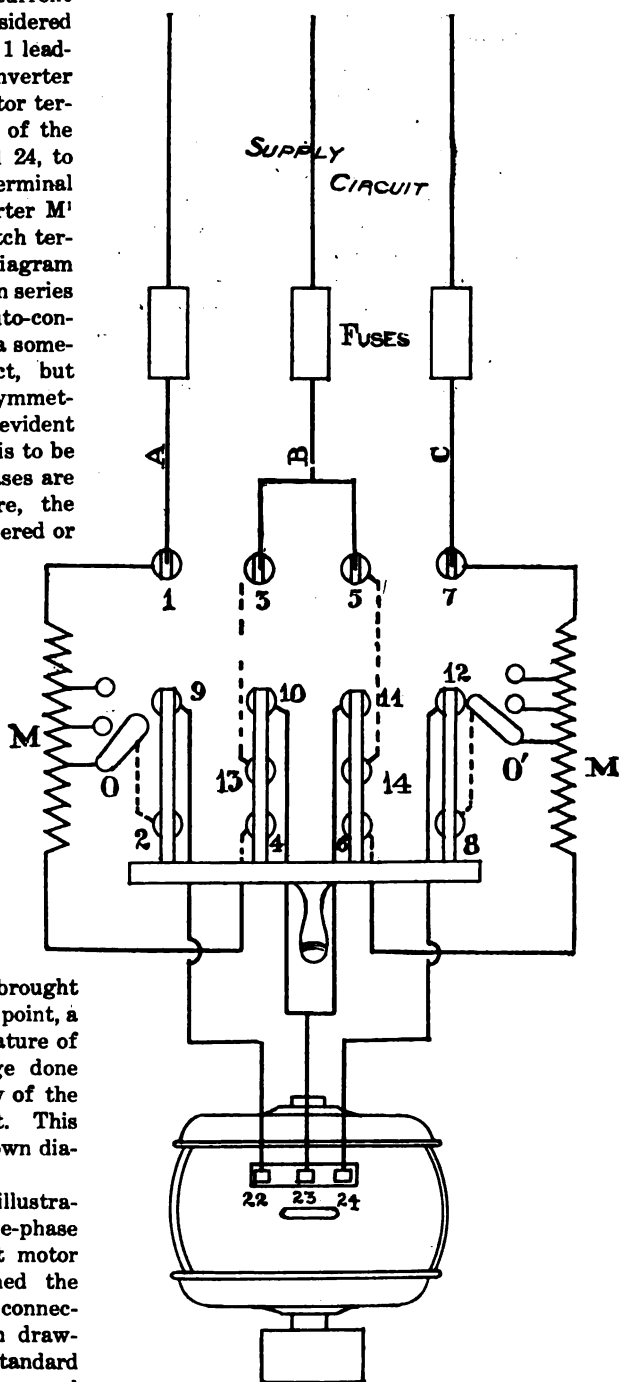


FIG. 2.

ings are employed, it is done to meet special conditions of service, starting, voltage, etc.

Another standard form of starting device for induction motors is termed the starting compensator. Though it looks differently than the auto starter, it is practically the same in its electrical characteristics and operation as the auto starter already described.

It is sometimes possible to start induction motors with a lower voltage than the supply circuit voltage without the use of auto starting or compensator devices. Generally the voltage of the transmission line or the main supply circuit leading up to the motor location is great enough to necessitate the installation and use of static or step-down transformers. These transformers are used for the purpose of reducing the line pressure to that required by the design of the motor for its operation. The transformers, therefore, are of such capacity as will enable them to carry the full load of the motors continuously. These same transformers may have taps brought out of them so that different voltages can be obtained from them and in this manner the auto starter could be dispensed with. This method is impracticable, however, but is mentioned for the purpose of showing that in emergencies at least so long as a lower starting voltage can be obtained, induction motors can be satisfactorily started.

Induction motors are easily reversed in the direction of rotation. The two-phase four-wire motor shown connected in Fig. 1 can be reversed by changing the terminals of the two wires of either of the two phases. If the wire shown in terminal 22 were placed in terminal 23 and what is shown in the terminal 23 placed in 22, then the motor would run in an opposite direction to what it would if the connections of the motor were as shown in the figure. It is impossible to tell from any standard induction motor which direction it will run before turning on the current. Even if this were known, the reversal of either phase in the supply line would cause the motor to

operate in a reverse direction to what it did when the original test might have been made. It is important, therefore, that a power system should maintain its circuits in the same phase relation at all times.

The three-phase motor shown wired to the circuit in Fig. 2 can be reversed in direction of rotation by reversing any pair of terminals at the motor. A two-phase three-wire motor must have the two outside leads interchanged in order to reverse the direction of rotation. In practice, it is possible to effect reversals of rotation when required by means of a double throw switch connected into one phase.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

SAN ANTONIO, TEX., Jan. 31, 1900.

EDITOR TRAIN RULES DEPARTMENT:

Please give your ruling on the following question: Order No. 1 all concerned. "No. 1 engine 202 will wait at A until 8:30 a. m., at B until 9 a. m., at C until 9:30 a. m., at D until 10 a. m." Trains run north and south. No. 1 is a first-class train. I am on extra north at G at 8 a. m., and receive Order No. 1. Can I use until 9:55 a. m. to make D, E or F for No. 1, or if I was at D could I leave ahead of No. 1 on this order?

M. M. PORTER.

Answer: Yes. Order No. 1 makes the schedule time of No. 1 at the stations named, the same as stated in the order, and any train receiving the order can use up to the time stated in the order at any station named, less the five minutes clearance. The time as shown in the order at D can be used at E, F or G, or any station beyond D, where the time is earlier than that shown at D.

This form of order is evidently intended for the use of trains moving in the opposite direction to the train which is directed to wait, as the note under the

form reads as follows: "The train named must not pass the designated points before the times given.

"Other trains receiving the order are required to run with respect to the time specified at the designated points or any intermediate station where schedule time is earlier than the time specified in the order as before required to run with respect to the schedule time of the train named."

The words, "or any intermediate station where schedule time is earlier than the time specified in the order," indicate that the committee had in mind that the order would be used only by trains moving in the opposite direction to the train mentioned in the order. But they failed to state, and I can see no objection to a train moving in the same direction with the train named in the order, using the order, provided they do not try to use it at—what would be to them—an intermediate station before they arrive at the first station named in the order. For example, an inferior train moving in the same direction as No. 1 and holding an order that No. 1 would wait at B until 8 a. m., and C until 8:30 a. m., should not attempt to use the time at A, but they would be perfectly justified in using it at D or any station beyond D where the schedule time of No. 1 is earlier. There is nothing in the rule which forbids a train moving in the same direction using the order, except what is deduced by inference.

NASHVILLE, TENN., Jan. 23, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Kindly state where and how the number, class, direction and schedules of trains are indicated. Also give your understanding of what is meant by a train of the new time-table and a train of the old time-table, in connection with Rule 4.

W. D. M.

Answer: A time-table is the authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.

A schedule is that part of a time-table

which prescribes class, direction, number and movement for a regular train. These schedules are generally shown in columns on the time-table with number, class and direction indicated at the top of the column; sometimes part of this information is duplicated at the bottom of the column.

In operating a railroad it becomes necessary to make changes in the time-table to meet a changed condition of traffic, and at such time another time-table is issued which is known as the new time-table, and the time-table which is superseded by this new time-table is known as the old time-table. A train of the new time-table is a train authorized by a schedule of the new time-table which is due to leave its initial station after the new time-table takes effect, and a train of the old time-table is one authorized by the old time-table.

CLEVELAND, O., Feb. 4, 1909.

EDITOR TRAIN RULES DEPARTMENT:
No. 71 and No. 92 are second-class trains, No. 92 being superior by direction. No. 71 gets order at E and No. 92 gets order at A, giving No. 71 right over No. 92 D to B. Later, No. 71 gets Order No. 2 at D that No. 71 will meet No. 92 at C.

Opinions have been at variance on this for some time. Will No. 71 sidetrack or not at C?

Yours truly, J. H. Mc.

Answer: No. 92 must take the siding at C for No. 71. The reason for this is because the meeting order does not supersede or annul the right of track order and as a result the rights of the trains are reversed. No. 71 being superior to No. 92 between the points named in the first order.

BUCYRUS, O., Jan. 22, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give me your opinion on the enclosed order. Can extra 309 leave Nelsonville before extra 310 arrives there?

Do the limits mentioned include extra 310 also?
J. F. K.

Order No. 45. "Engine 309 run extra Nelsonville to Kimberly, then to Floodwood. Extra 309 south keep clear of extra 310 north after 3:10 p. m., and

against extra 313 north after 5:10 p.m., between Kimberly and Floodwood."

Answer: As I understand it, Kimberly is located somewhere north of Nelsonville and Floodwood is south of Nelsonville. If this is correct extra 309 may leave Nelsonville for Kimberly before extra 310 north arrives there, as it is extra 309 south that is directed to clear extra 310 north after 3:10 p. m. When extra 309 gets to Kimberly and is ready to start south extra 309 must keep clear of extra 310 north after 3:10 p. m. and protect themselves against extra 313 north after 5:10 p. m.

The order is poorly worded, as the word "against" should not have been used unless preceded by the word "protect."

LAKELAND, FLA., Feb. 4, 1909.

EDITOR TRAIN RULES DEPARTMENT: I would like to have your decision on the following:

A is a terminal for local freight run, B is first station west of A and is a non-telegraph station. No. 4 is eastbound local and is derailed at B. Main line and siding blocked.

Conductor No. 4 goes to A on lever car and wires superintendent of the accident, stating that he will have to have another engine to assist in rerailling train, as engine of No. 4 is derailed and will not handle herself.

Superintendent wires conductor of No. 4 to take an engine from A, go to B and assist in rerailling No. 4; then gives an order to this engine to work as extra 4 p. m. to 7 p. m. between A and B, but would not give work extra anything on No. 4, claiming that he had no right to do so. We are working under 1906 revised copy Standard Rules and require signature of conductor only to train orders.

I claim this: The fact that the superintendent had a report of the accident and the circumstances surrounding same, shows that he had a perfect right to and it was proper for him to have addressed the order to No. 4 and work extra at A, giving work extra right of track over No. 4, A to B, as conductor of No. 4 was available at A to sign orders.

I am not contending that this is absolutely necessary (as conductor of No. 4 had left his train at B so he could return to it, or he could return to B under protection of his flag left at B, or in other words with the right to return to disabled train), but making contention on the point that where it is practicable that movements of extra trains should be on train orders and not by flag or messages.

J. C. J., Conductor.

Answer: If you are using the Standard Code of Train Rules you will find by turning to Rule 217 that when a train order is to be sent to a train at a non-telegraph station, "complete" must not be given to the inferior train until the signatures of the conductor and also the engineer have been obtained to the order.

Rule 217 reads as follows: "A train order to be delivered to a train at a point not a telegraph station, or at one at which the telegraph office is closed, must be addressed to 'C. and E.—(at—), care of—' and forwarded and delivered by the conductor or other person in whose care it is addressed. When Form 31 is used 'complete' will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the train dispatcher.

"Orders so delivered must be acted on as if 'complete' had been given in the usual way.

"For orders which are sent in the manner herein provided, to a train, the superiority of which is thereby restricted, 'complete' must not be given to an inferior train until the signatures of the conductor and engineman have been sent the train dispatcher."

Your road only requires the signature of the conductor to a train order when delivered to a train in the usual way, but you will find that in case a train is at a non-telegraph office your rules require

the signature of the engineman also to orders which restrict rights, and this being the case the dispatcher was not able to issue the order.

Under the circumstances it must be admitted that, whether the dispatcher gave orders or not, the only protection the work extra had in going to B was the flag left there by the conductor and it seems to me that the dispatcher used good judgment in letting the responsibility rest with the flag where it belonged, instead of issuing what might be properly termed a "make believe" order.

These engines, seven in number, were purchased during the Pan-American for passenger service, but being compounds were not making good and last spring they were converted to simple engines and since have done great work in passenger service.

The one I send the view of made a remarkable run on the night of July 16, 1908, with a train consisting of eight cars, viz., a deadhead dining car, combination car, day coach and five Pullman cars. The run from Geneva, N. Y., to Sayre, Pa., a distance of 75 miles, was made in 66 minutes, 45 miles



LEHIGH VALLEY PASSENGER LOCOMOTIVE, WHICH MADE 75 MILES IN 66 MINUTES.

I agree with you that where a movement can be made by train order, it should be so made instead of by flag. But this seems to be a case where the use of a train order was not possible. Train orders should not be used for movements unless they can be so placed as to actually give the protection they represent.

Good Power.

ATHENS, PA., Feb. 6, 1909.

EDITOR JOURNAL: Enclosed find photo of our regular engine. It is a class J 54.

of the distance being up a five per cent grade. This includes one slow-down to about 15 miles per hour at State Line Junction.

The engine is in charge of Bro. Henry P. Troutman, who has run an engine since 1881 for the Lehigh Valley, and has been a member of the B. of L. E. 25 years. E. J. DeLaney is fireman and has been a member of Subdivision 380 for about one year.

With best wishes for success, I remain
Fraternally yours,

ESPEY J. DELANEY.

The Terminal Work Report.

ETOWAH, TENN.

EDITOR JOURNAL: The recent convention of The General Foremen's Association had before it the above-named subject, the question being: Whether there was a necessity for the engineer to make out a terminal work report on the condition of his engine, or whether a rigid inspection by a roundhouse inspector would answer the purpose. The decision was, that both were essential.

General conditions of road service today prevent the careful inspection of engines on the road, due to the hurry and drive under which the men work, and more frequently the lack of attention on the part of engineers who, handling long tonnage trains, are compelled to meet the conditions imposed by the dispatchers, who are not interested in engine inspection.

This should not prevent the engine-men from making a thorough inspection after arrival at the cinder pit, but here again inspection is neglected for the reason that the men consider they have performed their work and slight the most vital portion of their final duties.

We have then, the result, that inspection of link motion, eccentrics, and all underneath running gear are left for the inspector of the roundhouse, the engineer signifying his willingness to have the inspector look for defects, by making out a work (?) report, which embodies words as follows, and which have been taken from actual reports made out by engineers: "Engine does not steam;" "air pump no good;" "driver brake needs adjusting;" "give engine more lead, she is slow starting train;" "driver brake leaks off;" "left cross head is pounding;" "examine links and eccentrics."

Some others make a report as follows: "O.K.;" which seemingly is a polite way to put the finding of defects up to the inspector at the roundhouse.

Where engines are not killed before going into a roundhouse at end of each trip, and there is no inspector at cinder pit, it is an expensive item to put a live

engine in the house, only to find some defect exists which necessitates taking that engine back to the cinder pit, knocking the fire out, and bringing it back to house, that boilermakers may put in a new arch in place of one which has brick against the flue sheet, or one which the fireman has been loading with coal on top, especially when other engines are waiting their turn to be housed.

The air pump report is common enough, but it too entails extra expense for the mechanical department which could be avoided if the enginemen would consider the conditions which led up to the stoppage of the air pump, and would give a brief outline of the symptoms which caused the partial or complete stoppage of the pump.

The driver brake report is also common, some men neglecting to look at the brake shoes, which being off, allowed too great travel of the piston, while the man reporting a bad pound in left cross-head, hit upon the locality but failed to notice the loose nuts on the cross-head pin, which had backed out, allowing the front side rod pin to hit it, making a noise something after the fashion of a well boring machine, as the engine came into the yard.

The man reporting, "give engine more lead," needs nothing but an examination before the mechanical examiner, for his qualifications are well set forth in his work report, and the fellow who reports, "examine links and eccentrics," he too is well qualified as a candidate for a rigid examination, as he is too shiftless to examine them himself, but is great in putting it up to the inspector in the roundhouse.

A late issue of the JOURNAL contained an article regarding the want of care and interest which was manifested throughout the country by employees of the mechanical department of railroads, the excuse seemingly being that there was a disposition to work for the transportation department and let all other interests subside.

Undoubtedly there is a tendency to look to the transportation department for the remedies and comfortable as-

surances which possibly are overlooked by the officials of the mechanical department in their dealings with their own employees, and it is undoubtedly a fact that some men now in service as engineers consider they are hardly subject to the officials of the department on whose pay rolls they are carried, but we will trust these men to be a small minority.

Allowing this to be true, the question, "Why are engineers so indifferent about the condition of their engines at a terminal, that it is nearly impossible to get an intelligent work report from them?" is one of great interest.

Do engineers understand that the mechanical department on nearly all railroads today are working under monthly appropriations, which are barely sufficient to cover the ordinary needs of the different departments controlled by the master mechanic? Do they realize that several shut-down days are necessary each month of one or more of these departments, that the total expense be kept within the allotted sum?

Are they aware that if the roundhouse has to exceed their allowance, that some other department had to close for a day or so, that the sum total of expense be kept within the appropriation? The fact that engineers' work reports are indifferently made out, and valuable time is spent taking down the left cylinder packing, when it is the right side which is blowing, shows there is breeding an element of indifference among engineers which shows conclusively that the General Foremen's Association had excellent reasons for reporting that their committee found both work report and roundhouse inspection were a necessity.

The time to make repairs of accurately reported defects is small when compared with the expense of hunting defects not reported or wrongfully reported, for the roundhouse force are not gifted with X-ray vision, neither are they mind-readers, and a house full of men, working on a house full of engines, soon eat up a daily allowance for expense when 75 per cent of the engines are brought in by men who are wilfully

negligent when making out their work reports, or are harboring a large supply of ignorance pertaining to their business, but who are better paid servants than any other class in engineering circles, excepting, perhaps, that of marine engineers, but in that position—well, you've got to know.

Take the permission to use the words "please advise" from many a message sent to a terminal regarding trouble on the road with an engine, and you put the engineer in a position where he has to act for himself, but these messages are sent for the most trivial happenings, and the roundhouse men are confronted with the alternative of telling a man, expected to be a master of his business, what to do, or failing to "advise" he may be asked to explain why.

I have seen engineers who took such little interest in their work that they were unable to give the number of their engine to work report or trip ticket, without first asking their fireman what engine they had been running.

What could be expected from such a man, when he made out the work report for that engine?

The engineer of today has a good time, when compared with the chap who ran an engine under the "regular engine" system, for the following reasons: Headlights are filled at terminals and lighted before engine goes out of house; the grease cups are filled for him, and in most places are screwed down to compress the grease before engine goes out of house; he has but to report wedges and rods set up and it is done; he never has to fill a torch with wicking, and his cans and tools are taken from and put back on his engine at each terminal; pump and injector throttles are kept packed, and his red lamp for flagging purposes is even looked after; in fact, all the duties which formerly fell to the lot of the fireman and engineer are now taken care of by men hired for that purpose, and it seems to be a small return to require that engineers make a thorough inspection of their engines before giving them up at the end of each trip, and embody in their work reports the conditions

which have led up to the failure of any part of the engine's equipment.

Mr. Editor, this is not a lecture, neither is it a knock on the engineer, but it is in the nature of an object-lesson, wherein vast improvement might be made, and the shame of it is, there is not going to be any improvement. Officials today are not antagonizing their employees, neither do they expect the impossible from them. They want trains pulled over the road on schedule time and their individual line known as one safe for the traveling public. They expect sobriety, honesty and courteous treatment toward each other, among their employees, and courtesy toward the public. They should insist that their employees give sufficient interest to the particular line of industry engaged in, that would insure efficiency and the proper regard for the expense under which their department is laboring. A man who cannot or does not take sufficient interest in his work to make out an intelligent report on the condition of his

engine, needs a course of personal contact before the master mechanic, or an examination before the air-brake instructor or examiner of the mechanical department, with a view of establishing his capability.

Wearing the insignia of this Order does not constitute all which is expected of its members, and a remedy, such as an examination, touching upon the qualifications of the applicant, would be in order before such emblem is allowed to be worn.

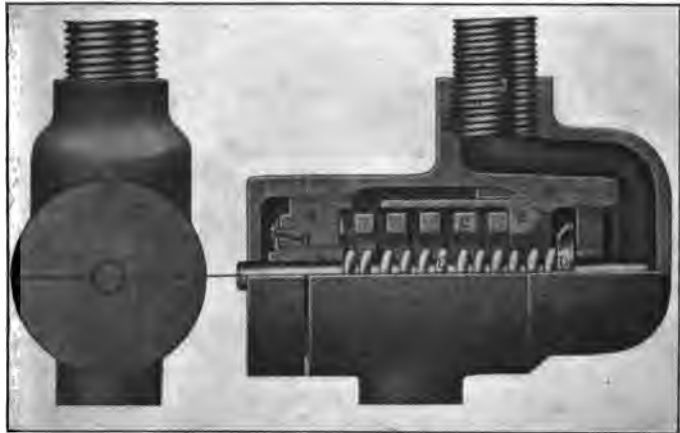
GEO. W. TEASDALE, Div. 547.

Patent Cylinder Cock.

Bro. F. C. Miller, member of Div. 64, Worcester, Mass., secured a patent in August, 1908 of a new design of cylinder

cock, with a special drainage feature, the valves being always open when throttle is closed. The valve is automatic and needs no attachment to open and close.

When steam enters at the starting of engine the valve closes; at the exhaust, spring E opens the valve and completely drains cylinder of all condensation, but when engine is working and under fair headway steam and compression keeps them closed until throttle is closed, when spring E opens both, and the valve is drained as fast as it condenses; and while drifting, vacuum and compression are reduced conducing to better lubrication and consequently secures better pres-



BRO. F. C. MILLER'S DRAIN COCK.

ervation of valves and packing.

This valve is compact and simple in its construction, consisting of a casing A (of which the abnormal valve seat is a part).

An abnormal or high pressure valve B with its spring C.

A drainage valve D which seats on the abnormal pressure valve.

A drainage valve spring E.

Abnormal and drainage valve adjusting screws F and G.

Locknut H and cap or cover I.

The normal position of valve B is closed; it opens only when by flooding, or other cause, the pressure on piston or cylinder heads becomes excessive.

The valve is held in its normal posi-

tion by spring C, which is set above boiler pressure.

This valve forming seat for drainage valve D allows them to work as one valve in case of excessive pressure.

The normal position of drainage valve D is open.

By connecting these valves with a discharge pipe turned in under the engine the annoying blowing of steam and vapor obscuring vision can be done away with, especially in cold weather.

Several engines on the Boston & Albany are equipped with this device and they are giving excellent satisfaction.

Patent Self-feeding Swab.

Bro. Thomas W. Smith, member of Subdivision 276, is the patentee of the

danger of burning out packing and cutting piston.

With one filling of cups, after the swab has been once charged, or soaked with oil, it will feed for at least ten hours' continual service, and when the pump is resting there is no feed or waste of oil.

No oil gets out of the cup except through the inside of the swab and reaches the piston rod direct.

This swab has no machinery to get out of order, and the frame of the swab will outlast the life of pump.

We want you to try it, and test it on pumps that are giving you trouble. We can save you more than the cost of the swab in the saving of packing and the repairs on pumps, and it will increase the power of the pump by giving you its full service.



BRO. T. W. SMITH'S PATENT SELF-FEEDING SWAB.

swab shown in the illustration. He is one of the oldest engineers in the service of the D. L. & W. Railway, and is now an inspector for that company. The device is very simple but effective. They are sold by the Smith Lubricator Company, Scranton, Pa, the company being largely Brother Smith, who puts out a circular as follows:

DEAR SIR: We desire to call your attention to the above cut of a self-feeding swab for oiling the piston rod of air pumps. Railroads are increasing the train line of air service, and the pumps are called upon to do additional work. You know what a hot pump means.

Give the pump a chance by applying a little oil, at the proper place, and at the proper time.

We claim for this swab that it will prevent the pump from heating, and remove

We will make you this liberal offer :

You can order a dozen for trial and put them on twelve engines. If the eleven out of the twelve engineers who use them do not say it is the best device for oiling a pump they have ever used, you need not pay for them.

SMITH LUBRICATOR COMPANY,
Scranton, Pa.

Strouse Locomotive Stoker.

Mechanical stoking has for years proved so successful in the firing of stationary boilers and the advantages have been so evident that several attempts have been made in the past few years to develop a mechanical stoker of such design as to allow of its practical application to locomotives. The Strouse stoker, in operation on a consolidation engine of

the Iowa Central Railway, has many features of interest and is very simple in its construction.

The principal parts are a detachable hopper, a horizontal reciprocating plunger, a horizontal steam cylinder, a special fire door hinged at the top, and a main frame which supports the operating parts. The frame is so arranged as to support the stoker from the boiler head and a locomotive with a short deck can be equipped as easily as one with plenty of deck room. The piston rod of the cylinder is fitted with a peculiarly shaped distributor at its outer end. This distrib-

engine burns its coal unevenly the stroke of the stoker can be so regulated as to distribute the coal where it is needed.

A performance sheet of three engines of the same class on the Iowa Central Ry., one of them being fitted with this stoker, is as follows: Month of July, 1908.

Performance	Without	Without	With
Engine numbers.....	81	83	85
North bound—			
Number of trips....	10	11	10
Miles run.....	1820	2002	1820
Average tonnage...	927	921	925
South bound—			
Number of trips....	10	10	11
Miles run.....	1820	1820	2002
Average tonnage...	832	799	791
Both directions—			
Number of trips....	20	21	21
Miles run.....	3640	3822	3322
Average tonnage...	879	860	853
Miles run per ton coal..	12.50	12.97	15.22
Lbs. per 1000 ton miles	181	179	155
Av. time per trip (hrs.)	9:16	9:23	9:18
Av. miles per hour....	20	19.35	20



THE STROUSE LOCOMOTIVE STOKER.

uter receives the coal from the bottom of the hopper and spreads it over the whole grate area at each stroke. The stoker is put in operation by the movement of a lever which admits steam to the valve mechanism and at the same time opening the fire door. The cylinder is double acting, and when thrown into gear it operates rapidly until stopped by a return of the operating lever. At the end of each stroke, the piston is cushioned against a compression of steam and the action is thus rendered silent and swift. In case an improperly drafted

The Chicago & Alton R. R. has ordered these stoker equipments on 22 of its locomotives now being built by the American Locomotive Company, several of which will be delivered at an early date.

The stokers are manufactured by the American Automatic Stoker Company, which has offices at 213 Railway Exchange, Chicago. — *Railway Review*.

Brother John J. Hannahan, Ex-Grand Master B. of L. F., has been elected Vice-President of the Strouse Locomotive Stoker Co. — **EDITOR.**

Designating Kind of Locomotive.

In the February number we inserted some halftone pictures made from photographs sent in by Bro. H. H. Dean, of Subdivision 540, Leavenworth, Wash., among them a locomotive which he named a Great Northern Tandem Compound. We were as careless as he and let it go Tandem Compound when it should have been

Mallet Articulating Compound. An associate editor of one of our leading technical journals writes protesting against our seeming encouragement of nicknaming locomotives, and says: "It seems to be often the case that railroad employees of the operating department are rather prone to selecting nicknames, which are neither shorter nor advantageous in any other way over the proper name of the locomotive."

He is right. There is no good reason for calling all locomotives with high and low pressure cylinder "Tandem," or other mixed classes "Hogs," and another "Battleships." Each kind or class has a distinct name or classification that conveys the identity of the character of locomotive mentioned, and it would be a decided improvement if each one would make it a point to correctly define the locomotive or class under discussion, on all occasions, and cut out the nicknames. To be correct in naming the kind of equipment bears evidence of knowledge of the subject, while the nickname has the other tendency. —EDITOR.

The Electric Telegraph.

J. W. READING.

(Continued from February Journal.)

The first meeting of the Atlantic Telegraph Co. was called Nov. 12, 1856, at the underwriters' rooms in the Liverpool Exchange by Mr. E. B. Bright, who was manager of the "Magnetic" Telegraph Co. The result was a large gathering of men of wealth, enterprise and influence. Similar meetings were held in Manchester and Glasgow and a public subscription list was opened at the "Magnetic" Company's office in each town and in this manner the 350 shares of 1000 pounds each were soon subscribed for. Mr. Cyrus Field reserved 75 of the shares for American subscription, but soon found out that his confidence in getting American capitalists interested was greatly misplaced. He thought that at least one-fourth of the stock should be held in the United States and he did not doubt, from the eagerness with which

three-fourths of the stock had been taken in England, that the balance would be at once subscribed for in America.

It was a hard task to get men on our side of the Atlantic interested. They seemed to have doubts of the success of the undertaking. After protracted effort 27 of the 75 shares were disposed of. While the Americans professed enthusiasm, their faith in the project was strictly limited.

Undoubtedly the raising of the money for the first Atlantic cable would not have been so easily accomplished had it not been that the officers of the "Magnetic," the older English company, led their shareholders to take a lively interest from the start in the new company. The first meeting of the stockholders of the Atlantic Telegraph Company took place on Dec. 9, 1856, when a board of directors was elected. Mr. Charles Bright was appointed engineer-in-chief; Mr. W. Whitehouse, electrician; while Mr. Cyrus Field became general manager. Thus it was that the first effort was made to bring the two great countries into closer touch by means of electric cable communication. This story of the beginning is an interesting one when we see today the wonderful results that came from the united effort of the few determined men whose names have been mentioned.

The construction of the cable was commenced in February, 1857. The distance from Valentia on the western coast of Ireland to Trinity Bay, Newfoundland, is 1640 nautical miles, and it was estimated a length of 2500 miles would meet all requirements. This extra number of miles, it was claimed, would make sufficient margin for a considerable amount of slack which would be necessary to meet the irregularities of the ocean's bottom.

The Gutta Percha Company of London got the contract of making the "core," which consisted of seven No. 22 copper wires (total diameter 14 gauge), weighing 107 pounds per nautical mile, insulated with three coatings of gutta percha.

This cable was built with a far heavier core than any that had been previously manufactured for the shorter submarine

telegraph lines and on this account the difficulties in manufacturing were proportionately increased.

The enormous pressure of the ocean, at great depths, involved a much more severe test.

While the building of this cable was considered strong enough, yet it had not been on the ocean's bottom long before it was evident that it should have been much heavier. It is said that the engineer of the line advocated in the beginning a conductor weighing 392 pounds per mile and the same weight for the insulator, but his fellow-projectors (the business element) were all for getting the work done while the weather permitted that year, and, of course, the expense also cut quite a figure. A core of the size wanted by the engineer as stated would have seemed enormous at that time; yet it would have closely approximated present-day practice. At the time of building this first cable such noted electricians as Faraday and Morse had reported that large coated wires used beneath the water or the earth were worse conductors, so far as velocity of transmission was concerned, than small ones and, therefore, were not so well suited for submarine transmission. Faraday claimed that the larger the wire the more electricity it took to charge it, and the greater was the retardation of the electric impulse which should be occupied in sending that charge forward.

Thus it will be seen that while Faraday laid the foundations to a large proportion of our electrical science of today, his views in this instance did not prove correct.

While no one can fail to appreciate the businesslike manner in which this great undertaking was pushed from the moment of its inception, yet it would have been far better if more time had been given to a fuller consideration of some of the problems. No fault of any consequence could have been detected in the manufacture of the cable, though the methods of those days were primitive, as compared with present practice, and a system of efficient electrical testing was unknown.

Only four months were allowed for the building of this 2500 miles of cable, which had to be delivered in June of that year (1857). This involved the preparation and drawing of 20,500 miles of copper wire and stranding into the 2500 miles of conductor. For the insulation nearly 300 tons of gutta percha had to be used, subsequently followed by the spiral sewing of yarn; 367,500 miles of wire had to be drawn from 1687 tons of charcoal iron and laid up into 50,000 miles of strand for the outer sheathing. The entire length of copper and iron wire was, therefore, 340,500 miles—enough to encircle the earth 13 times, or more than enough to extend from the earth to the moon.

Not only the making of the cable had to be considered, but ships had to be selected and prepared to receive and lay it. Special machinery had to be devised for submerging a cable satisfactorily in deep water. So far as ships were concerned, both the United States and British governments had already expressed a willingness to furnish them.

The steamship "Agamemnon," one of the finest in the British navy, was placed at the company's disposal. She had been Admiral Lyon's flagship during the bombardment of Sebastopol a couple of years before.

The United States sent over the frigate "Niagara," the largest and finest ship in the navy, and, as a consort the frigate "Susquehanna" was also detailed for the expedition. A sounding vessel was provided by the British government. The machinery for paying out the wire was placed on board the "Agamemnon" and "Niagara." The previous, and somewhat primitive, gear which had been used for paying out cables in shallow water, was weak for want of power for restraining force; the weight of cable would sometimes get the mastery through not meeting with retardation power.

In the new machinery there was certainly no lack of holding back power. It was the extreme in the opposite direction on account of being so heavy and powerful that it was liable to break the cable. By the third week in July each

ship had its proportion of the cable loaded and "send off" festivities took place on both the vessels.

The landing place for the cable was a little cove known as Bally-carberry, about three miles from Chirciveen in Valentia harbor.

Two small assistant steamers with several launches and boats were employed in the operation of landing the shore end of the cable. When at length the American sailors jumped through the surf with the hawser to which the end of the cable was attached the Lord-Lieutenant (the Earl of Carlisle) was among the first to lay hold of it and pull it lustily to the shore. Indeed, everyone present seemed desirous of having a hand in the work. At half past seven that evening (Aug. 5, 1857) the cable was hauled on shore and formal presentation was made of it by the officer in command of the "Niagara" to the Lord-Lieutenant.

Owing to the fact that the cable had to be divided between two ships it was obvious that a mid-ocean splice between the two lengths would have to be made. The engineer-in-chief, Mr. Bright, was anxious both ships should start laying toward their respective shores from mid-ocean, as by that plan favorable weather for the splice could be waited for, besides having the time for laying the line; thereby reducing chances of bad weather experience and getting over the most difficult part of the work first. The electricians, however, made much of the importance of being in continuous communication with shore during the laying operation, and this view met the approval of the board partly, no doubt, on account of the novelty of being able to speak from headquarters with a ship far out at sea. It had, therefore, been arranged for the laying of the cable to be started by the "Niagara" from the Irish coast, the "Agamemnon" laying the remaining half from mid-ocean. The "Niagara" commenced to lay cable the morning after the laying of the shore end. The machinery for paying out worked somewhat unsatisfactorily and after five miles had run out the cable was broken by becoming entangled in some manner.

The steamer was obliged to return and with the help of smaller boats the line was picked up and spliced to the coil on board. This time the "Niagara" did not move off at a speed greater than two miles an hour, so great was the fear of parting the cable again. Through the days and nights that followed men paced the decks with muffled tread and spoke mostly in whispers, as if heavy foot-falls or loud talking might snap the "vital cord." So much had they grown to feel for the enterprise that the cable seemed to them a thing of life. As the "Niagara" got farther away from the land the speed was increased to four or five knots an hour. The cable was paid out a little faster than the speed of the ship to allow for inequalities of surface on the bottom of the sea.

While it was going overboard and settling to a resting place on the ocean's bottom communication was kept up constantly with the land. Every moment the current was passing between ship and shore. The electricians not only telegraphed back to Valentia the progress they were making, but the officers on board sent messages to their homes in America by telegraphing to Liverpool then mailing across the Atlantic by steamer.

By Monday, Aug. 10, they were over 200 miles at sea. They had gotten far beyond the shallow waters off the coast and were congratulating themselves on their good fortune and had come to believe that, barring storms, they would have but little further difficulty. Their hopes were badly shattered on the following (Tuesday) afternoon, when the cable snapped after 380 miles had been laid, the accident being charged to bad management of the brakes by a mechanic handling the paying out machinery.

This interruption to the expedition was a cause of great disappointment to every one connected with the undertaking, for there was not cable enough left to complete the work, nor was there time to get more made and stowed on board to renew the attempt before the season should be too far advanced.

The boats proceeded to Plymouth to

unload the cable, as the ships could not be spared by their respective governments till the following year.

In October of this same year a small paddle steamer was engaged for the purpose of trying to recover some of the lost cable, and after experiencing a series of storms, over 50 miles was recovered and the end buoyed ready for splicing when the next attempt should be made the following summer.

This first attempt to lay an ocean cable opened the eyes of the investing public and led many to doubt who never doubted before. The loss of 335 miles of cable with the postponement of the expedition to another year was equivalent to a loss of \$5,000.

To make the above sum good more capital had to be raised and it did not come so easy as on the first occasion. Indeed, the opposition encountered was about the same as George Stephenson had to overcome when trying to show the English people the value of railroads. The money was finally raised and 700 miles of new cable was ordered built so that a greater surplus might be shipped to provide against contingencies. Thus 3,000 instead of 2,500 nautical miles were to go out on the next expedition. Improvements were made in the machinery for reeling out the cable. The apparatus, as then reconstructed, simplified the braking or holding back power by working, in a sense, automatically, and the machinery as then remodeled is practically the same as we have in use today in the laying of submarine cables.

The "Niagara" and "Agamemnon" each had 1,500 miles of cable stowed away and were ready for the second attempt May 29, 1858, this time without any show of public enthusiasm; the expedition first going to the Bay of Biscay where a series of experimental work was entered into, such as splicing, buoying, picking up, besides laying in deep water. This rehearsal was principally for the education of all hands in their work. It was on this occasion also agreed that paying out the cable should start from mid-ocean, as advised by the engineer-in-chief on the first trial.

On Thursday, June 10, the expedition started for mid-ocean, the weather being all that could be wished for and the expectations were that good weather would continue, as all nautical authorities contended it to be the best time of the year for the Atlantic. However, the crews were doomed to a terrible disappointment. The day after starting there was no wind, but on Saturday, the 12th, a breeze sprang up and the "Agamemnon," in order to save coal, pulled its fires and made fair progress under sail. This was done principally to save the coal, as the vessel did not have storage room for the fuel that the occasion demanded. The barometer fell fast and all indications pointed to a storm and even those not versed in such matters could see at a glance that serious trouble was in store for them.

The ship was not in a condition to weather heavy storms on account of the great weight of the cable and the part of the vessel in which it was carried. The gale increased and at 4 p. m. the good ship was rushing through the foam under close-reefed top and foresails. That night the storm gradually got worse and the whole of the squadron gradually parted company.

Very heavy weather continued until the 20th, when one of the worst storms that ever swept the Atlantic was ushered in. The story of the fight made by the "Niagara," "Agamemnon," and their consorts to ride out this storm, is one that makes interesting reading, but too long to permit of its being given here.

It was 16 days of almost continuous storm before the boats finally reached the point in mid-ocean where operations were to commence. The "Agamemnon" was about as near a total wreck as she could be and still keep afloat, and 45 of her crew were laid up through sickness and injury.

On the evening of the 25th the four vessels lay near each other and there was a stillness in the air that would have seemed remarkable on an inland lake. On the Atlantic and after what had lately been experienced it seemed un-

natural. The boats were out and the officers were passing from ship to ship telling of their experiences. The captain of the "Agamemnon" had a sorry tale to tell, while the captain of the "Niagara" was elated that his ship had weathered the gale splendidly, although it had been a hard and anxious time with her as well as with the smaller craft. After taking stock of things generally a start was made to repair the damage done, but the shifting of the main coil on the "Agamemnon" into a hopeless tangle made it necessary to recoil a considerable length of the cable, a task that occupied several days.

On Saturday morning, June 26, preparations were made to splice, and the end of the "Niagara's" cable was sent on board the "Agamemnon," the splice was made and a bent sixpence put in for luck, and at 2:50 p. m. it was slowly lowered over the side and disappeared forever. There was no display and very little enthusiasm, and it is just as well that there was none, as every one would have felt a little cheap when the operation had to be repeated an hour or so later. After the first splice the ships started in opposite directions, and after getting five or six miles apart, the cable which had been allowed to run too slack broke on board the "Niagara." The break was, of course, known instantly and the two vessels turned about and returned, a fresh splice was made and again lowered at 7:30 that evening. According to arrangement 150 fathoms were allowed to run out from each ship, and then all stood away on their course, at first at two miles an hour, which was later increased to four. Everything seemed to work well aboard both boats, and at midnight 21 nautical miles were lying on the bottom of the sea. At 3:30 the following morning 40 miles had gone and nothing could have been more perfect. Ten minutes later, however, Prof. Thomson on board the "Agamemnon" reported a total break of continuity, that the cable, in fact, had parted, and it was believed at the time from the "Niagara." The "Agamemnon" was instantly stopped and the brakes applied to the machinery in order that the cable paid out might be severed from the mass in the hold, and so enable the professor to discover by electrical tests at about what distance from the ship the fracture had

taken place. Unfortunately, there was a strong breeze on at the time, with rather heavy swell, which told considerably on the cable, and before any means could be taken to ease the motion of the ship, it parted a few fathoms below the stern wheel, the dynamometer indicating a strain of 4,000 pounds. In another instant a gun and a blue light on board the "Agamemnon" notified the consort ship "Valorous" that the first part of the Atlantic cable had been laid and forever lost. The great length of cable on board both ships allowed a large margin for such mishaps as these, and the arrangement made before leaving England was that the splices might be renewed and the work recommenced until each ship had lost 250 miles of wire, after which they were to discontinue their efforts and return to Queens-town.

The vessels were again headed for the starting point and it was not until noon Monday that the "Agamemnon" got there and all on board were waiting with impatience the explanation from the "Niagara" how she came to break the cable, and she electrified every one by running up the interrogatory, "How did the cable part?" As soon as the boats could be lowered Mr. Cyrus Field with the electricians from the "Niagara" went aboard the "Agamemnon" and a comparison of logs showed the mysterious fact that at the same second of time each vessel discovered that a total fracture had taken place at a distance of certainly not less than 10 miles from each ship.

The logs were so clear, on both sides, as to the minute of time and the electrical tests showing no leakage or defective insulations of the wire, but a total fracture, that there was no room left to rest a moment's doubt of the certainty of this most disheartening fact. Of all the mishaps that had taken place in connection with the Atlantic telegraph, this last disaster seemed the hardest blow of all, since it proved that after all that human skill and science could do to lay the wire down effectively, there might be some fatal obstacle to success at the bottom of the ocean which it would be impossible to guard against.

A further history of the laying of the first Atlantic cable will be given in the April JOURNAL.

The New Railroad Problem.

Newer ideals of peace are appearing upon the industrial horizon all the time. We look for them to be established between the railroads and the public—also between the railroads and those whose living is dependent upon profitable and progressive railroad operation—a vast army of nearly or quite 1,000,000 souls, or about one-eighth of the population of the country. A constituency, whose needs and wants deserve most respectful consideration and representation.

It is well for people, at times, to take a retrospective and comprehensive view of the blessings they enjoy. Certainly chief among them in material well-being and progressive civilization is the railroads. Beginning with nothing, the railroads have come up to their present magnitude by dint of great labor and faith in the future. They either followed or led the pioneers of our country through vast unpeopled or savagely peopled areas, and the American railroad system has been developed until next to the land itself, it is the greatest industrial interest in the world.

Vast sums of money have been necessary to do what has already been done. Vaster sums of money are necessary to do what the immediate future demands in the way of betterment and extension.

Hitherto, for the most part, railroads have had ungrudgingly the friendly and earnest sympathy and support of the general public in their endeavors, trials and victories, a support in empire building absolutely necessary to successful and further progress. With that support, no problem has been too difficult in itself nor too costly in its execution for the railroads to meet with that determination and faith which predicates success.

Recently, however, there has arisen above the horizon of railroad industry a large degree of public hostility, which forms for the railroads a new problem, and for the first time in their history their great courage is daunted and faith in their future betterment and extension is wavering in the balance, yet hoping for a change of public sentiment which will bid them go forth and conquer only those obstacles which beneficent nature has placed in man's way.

The modifying of public opinion, then, is the new problem, aside from the natural problems with which railroads have been confronted heretofore. False teachers have arisen whose theories were insidious, misleading and selfish, and in the house of their friends the railroads have been betrayed and maligned by men who cunningly magnified every seeming shortcoming of the roads,

and as cunningly belittled every broad, generous sentiment and act for public good and general welfare.

It is not strange that in the upbuilding of railroads as a great economic force in the industrialism of the times, there has been friction in many directions, and that the relationships of these interests to public welfare have neither been understood in all their ramifications nor appreciated in many directions presumed to be of an elementary nature, and it is right and proper that the public should be heard and its interests respected, and the adjustment of the new relationships consummated along lines of least resistance and pursuant to a policy big with import of the immensity that will accrue to the vast commercial supremacy of this great industrial, civilizing and christianizing force.

If in the past, railroad interests and, therefore, the interests of the people have been manipulated for personal gain, and it would be idle to deny that such has not been the case, and if public sentiment has been aroused to the dangers of such manipulation, then that is a wholesome indication for the future, but the public should understand that corrective measures should not take the form of oppressive action, because between oppression and correction there lies a wide gulf, which the American people, with their sturdy sense of right, their habitual stand for justice to themselves and others, gives us hope to believe they will never cross. The oppression of any interest or anybody is repugnant to the American people, and their demand for fairness to all in all things is most commendable, and we are restrained to believe that this new problem, this newer ideal of peace, if you please, will ultimately find settlement in the great refining crucible of public opinion.

Surely, all the zeal for gain and commercial advantages in this country is not confined to those who manage our railroads. The shippers are not all saints, neither are all the railway managers demons. Seeming inequalities or injustices in the operation of railroads are so only from a false viewpoint or a misunderstanding of the bearings one way or the other, which affect the question. And those who criticize railway methods intelligently; or who have a just cause for complaint in their dealings with them, should be accorded a respectable hearing and with an ear anxious for the truth.

Those whose material welfare is inseparably connected with that of the railroads, directly or indirectly, should be loyal to their means of support, and quick to resent interference therewith by crafty or turbulent trouble-makers. Rail-

ways must be operated with a fair margin of profit, or they cannot maintain efficiency in equipment and provide for the other enormous expenses of betterments. Nor can they pay good wages—an increasing rate of wages—to their employees. Railroads are just like other enterprises, if there is not a profit from the transportation of commodities, then bankruptcy is not very far away.

Just why a state of mind should obtain among any considerable number of railroad men that is antagonistic to railroad interests, is hard indeed to understand, but that such a feeling does exist is made manifest in many ways, and why such a feeling should exist among those who furnish the railroads with materials of all sorts is matter for much wonderment, but that such a feeling has and does exist in many quarters is not a secret. Just why the public should feel antagonistic towards railroads is not perhaps so difficult to understand, but that all these manifestations of antagonism, ill-feeling, "hit the railroad" is contrary to the interests of all concerned, no right-thinking person will contend for a minute, and in the settlement of this "new railroad problem," all these elements have simply got to get together. But hopeful signs are here, and those who manufacture railway materials, contractors in railway construction, and dealers in railway supplies have formed themselves into an association named the "Railway Business Association." In their prospectus they make the following strong points:

The national grouch against railways can be cured.

Strong doses of fact are the opiate required.

The Railway Business Association will furnish the facts.

Investors can be reassured.

Railroad extension and the purchase of material and equipment can be started up.

Another object that may be achieved is to spread the idea of partnership between the railroads and those of us who serve the railroads. If it can be made plain that we have the power and the disposition to help the railroads a more correct attitude of mind will doubtless develop on both sides.

In the long run legislators, the pulpit, the press, and even the law itself, must rest on public opinion formed on the basis of truth and justice.

As many of our readers know, there was formed in Chicago last September the American Railroad Employees' and Investors' Association, which has for its object the hope of bringing about a proper feeling between the railroads and

their employees and between the railroads and the public. To grapple with the "new railroad problem" of helping the public to understand the vast debt for material prosperity it owes to the railroads. The purposes of the Association were set forth in a previous number of the JOURNAL, which in part are: To encourage by every proper method, cordial and friendly feeling on the part of the public toward American railroads and their business.

To publicly provide means and methods for obtaining consideration and hearing from all legislative bodies and commissions empowered to enact laws, rules and regulations affecting the conduct and operation of railroads.

To do whatever lawful things may be necessary in order to secure a fair return alike to capital and labor invested in American railroads with due regard at all times to efficient service, fair treatment and safety to the public.

This Association shall at no time be used for partisan political purposes, nor shall it take any part in controversies, if any, which may arise between railroad employees and railroad officials.

Its membership shall consist of representatives of railroad employees and investors, and

The by-laws of the Association shall make provision that each of the interests represented in the Association shall have an equal voice in the conduct of its affairs.

An Executive Committee, consisting of the following named persons, was elected and given full power to carry out the plan, effect a permanent organization and make necessary arrangements to begin the active work for which the Association has been formed: Mr. Warren S. Stone, Mr. A. B. Garretson, Mr. John J. Hannahan, Mr. P. H. Morrissey, Mr. A. J. Earling, Mr. Geo. B. Harris, Mr. E. P. Ripley, Mr. B. L. Winchell.

Believing the purposes of the Association will appeal to the investors in railway property and the officers of railways and their employees generally, the Executive Committee invites representatives of railway investors and representatives of railway employees to co-operate in the movement and become members of the Association.

Mr. P. H. Morrissey, until the first of the year Grand Master of the Brotherhood of Railway Trainmen, is the President of the Association.

We look for great good to be accomplished by the Association, and trust our members everywhere will give it earnest and serious consideration, thought and discussion.

C. D. KELLOGG, Sec'y.

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MARCH, 1909.

Grand Dues.

A special notice to the officers and members of all Subdivisions will be found preceding the report of the Insurance Department, and we call attention to it here so that it may not escape the attention of any member of the Order. Many may forget the date for the performance of this important duty of paying their Grand Dues, and the F. A. E. and S. A. E. cannot perform their duties unless each member does his part on or before the date set by act of our convention; and we hope this reminder may be all that is needed to have all members square on the books of their Subdivision April 1st, and thereby make it possible for the F. A. E. and S. A. E. to perform their duties promptly without the necessity of personally reminding members of the Subdivisions that the Grand Dues are due and must be forwarded to the Grand Office, Cleveland, O.

The 16-Hour Law.

The 16-hour law adopted primarily for the better protection of the lives of the public is as much of a fixed factor as the car equipment law for the safety of the railroad employee, or any of the laws made for the purpose of guarding public interest, and it is time for both railroad official and employee to put away the thought of a possibility of its repeal. We have many letters in this issue commending the law, but with new laws of this character which deal with and affect so many conditions it would be almost a miracle were there not some conditions prescribed in it which create hardship or great inconvenience without adding anything to the safety feature, its prime object.

If there are such features these are the ones to discuss and bring to such focus of understanding that they can be presented to Congress for modification.

The official who goes to extremes in applying the law, holding men off their runs before the limit contemplated by the law, and cutting them out 30 minutes from a terminal, instead of giving his attention to the causes which prevented them getting to the terminal within the 16 hours, is not working in the interest of his company; nor by disgusting his employees does he foster any possibility of a repeal of the law. The law safeguards the lives of the employees as well as that of the citizen who rides in the train, and there is no possibility of its repeal.

The railroad organizations through their officials and legislative representatives worked for it and they would work against its repeal; but if it can be shown that it can be modified to fit the many intricate conditions in train movements without lessening the safety feature, they will be as ready to work for its modification, and the pages of the JOURNAL are open to the discussion of this feature to both official and engineer.

That something is needed to grease the wheels of the 16-hour law that less friction may come from its application there is abundant evidence, but that effort must

be a general one of both official and employee, not for its repeal, but for better application through change of schedule, proper tonnage and less avoidable delays.

It is a law for collective welfare which, like all law, calls for the sacrifice of personal privilege on the part of some in the interest of the many, and an honest effort on the part of both official and employee will eventually clarify defects; and when they are known we may all get in line for a cure of its impracticable features, if there be any, and we hope the discussion of the subject will take a range wide enough to point out its defects, as well as its commendable qualities.

Signature of Correspondents Necessary.

In the Correspondence Department of this issue will be found several letters on the subject of the effect of the 16-hour law, all of them defending it as a salutary measure. The discussion was brought about by a letter in the February JOURNAL condemning the law because it interfered with earnings. We are holding over several commending the law, among them two without signatures which, of course, destines them for the waste-basket, though they contain truths which of right enter into the discussion of this subject, as they point out individual effort to misconstrue the law and distress employees because of dislike for the 16-hour or any other law which interferes with the official prerogative to run their business their own way regardless of the interest of the employee or the public good.

No doubt the opinions expressed in them are honest, but we cannot use letters, however commendable they may be, when the writer hides his identity from the editor, who must assume responsibility for the publication of all matters and, while noms de plume may be used if desired, the writer's name and address must be attached as an evidence of good faith.

The lack of signature with some evidently comes from fear of consequences to them because they deal in truth, which might offend some official and vitiate their own position; but others write anonymous

letters for a mean purpose, to harm some one or class.

This is cited simply to show the necessity of the rule of sending all unsigned letters to the waste-basket, however meritorious they may be otherwise.

The rule will be found at the head of Correspondence Department which has nothing in it to deter anyone from writing and, as the editor is held responsible for publication, he certainly deserves the writer's confidence at least sufficiently to warrant giving name and address of the writer.

If nom de plume be desired, indicate what it is and that wish will be respected.

The Providence of Insurance.

Bro. Geo. Redmon, member of Div. 260, Ashtabula, O., who lost a foot in Nov., 1908, made the Grand Office a call on Feb. 4, still on crutches but getting on nicely, with evidence that eventually he will be able to use an artificial foot and dispense with his crutches and is giving serious consideration to a future occupation as his accident will under present conditions compel a change. The experience of Brother Redmon is a striking lesson of the beneficence of insurance when through accident or other cause the income is suspended or cut off entirely. Brother Redmon was initiated into Div. 260 in June, 1905, took out a policy in the B. of L. E. Insurance Association, increasing the amount to \$4500 as soon as he felt he could carry it, having in mind care of those dependent upon him and never dreaming of personal gain by it. Later on through a misfortune to a relative who had a weekly indemnity policy the benefit of this feature of insurance was brought home to him and he took out a weekly indemnity policy in the B. of L. E. Insurance which pays \$20 a week and in his misfortune realizes as no other can what a judicious investment insurance is, and how providential it proves to be when misfortune knocks at the door, whether the benefit goes to the insured or provides for those dependent upon him. Brother Redmon is still a young man and no doubt will make good in any walk in life he may choose.

Links.

A GRAND reunion of the members of the B. of L. E. and members of the G. I. A. will be held in San Antonio, Texas, March 29, 30 and 31, 1909. The committee have made extensive arrangements and expect a large crowd in attendance.

San Antonio and surrounding country is very historic and interesting. The first subject in this issue, with fifteen illustrations of the old, quaint historic San Antonio, will be found interesting reading, as well as give a lasting impression of what it is like, and no doubt create a desire to have a part in the reunion.

They hope to have many with them and they should not be disappointed, as such a meeting is to be commended. It means fraternal fellowship, and fellowship which makes each one interested in his neighbor's welfare is the very life of organized effort.

For further information write Bro. John A. Shirley, secretary, 431 Van Ness st., San Antonio, Texas. Div. 212.

SUBDIVISION 248, Elkhart, Ind., desires to announce that it will celebrate its 25th anniversary by holding a union meeting on Tuesday and Wednesday, April 27 and 28, 1909. The program has not been definitely decided upon, but there will be a secret meeting, a public meeting in the Opera House, at which good speakers will be in attendance, a grand ball, and further secret meetings.

The L. S. & M. S. R. R. will furnish transportation upon request from officials of roads on which visitors are employed.

Full particulars as to arrangements for the meetings and entertainment will be given in the April JOURNAL. Keep the above dates in mind and conclude to come to our union meeting, for we can guarantee both profit and pleasure.

Fraternally yours,

JAMES H. CALKINS, Chr.

Committee of Arrangements.

EDITOR JOURNAL: I have the JOURNALS complete since 1880. Anyone wanting them can have them by writing to

me for conditions. Fraternal yours,
Jacob Brandt, Ins. Sec. Div. 414, 349 N. 10th st., Lebanon, Ohio.

SUBDIVISION 492, Indianapolis, Ind., has been having lively times of late with the promotion of members and social affairs, Bro. J. D. Skeen having been appointed road foreman of engines, N. Y. C. lines, with headquarters at Mt. Carmel, Ill.; Bro. C. C. Wallace appointed road foreman of engines, Peoria & Eastern division N. Y. C. lines, headquarters at Indianapolis, Ind.; and Brother Fraumburg appointed assistant air-brake instructor for the C. R. I. & P. system, with headquarters at Kansas City, Mo.

A delegation of Sisters, members of G. I. A. Div. 128, visited the G. I. A. Division at Kankakee recently and sent their caller after Brother Higgs to act as pilot. They report that they had a most enjoyable time, lots of nice things to eat, and were so well pleased that in spite of the lunatic asylum at Kankakee they will be glad to repeat the trip and, of course, have the same pilot.

Fraternally yours,

J. M. BEGGS, Div. 492.

At the close of the regular business meeting of Div. 304, Saginaw, Mich., January 17, the members and their families were royally entertained at dinner by the members of Unity Div. 13, G. I. A.

After partaking of all the good things provided, Bro. Charles Mellish presented a set of solid silver spoons to Sister M. Alexander in behalf of the Auxiliary for her faithful work as President.

Then a social hour was spent, in which old friendships were strengthened and new ones formed, and the company separated, voting the dinner a grand success.

FLATS:

On the evening of December 31, 1908, the members of Div. 550, Delphos, O., gave their third annual ball at City Hall, which was a grand success. The spacious hall was filled with a merry throng who tripped the light fantastic until the wee sma' hours of the morning to the music of an orchestra of 12 pieces.

Especial credit is due the committee, Brothers Murray and Thomas, for their untiring efforts in making the ball a grand success. Frappe was served during the evening by a committee of young ladies.

The sum realized by the Brothers will greatly increase their treasury, as it was a grand success financially as well as socially. A large number attended from out of town. ONE WHO WAS THERE.

BRO. S. B. MORRIS, F. A. E. of Div. 41, Elmira, N. Y., also a member of the General Committee of Adjustment on Pennsylvania lines east of Pittsburg, has been promoted to the position of assistant road foreman of engines on the Elmira & Canandaigua divisions of the P. R. R., with headquarters at Elmira, N. Y.

We are more than pleased to learn of his promotion and the members of Division 41 wish him the best of success in his new field of labor.

Bro. S. B. Morris has been very careful and considerate in the discharge of his duties as a locomotive engineer and has won the esteem of his employers and fellowmen; hence the promotion.

A. S. HOTCHKISS, Div. 41.

ONE of the most enjoyable events of the social season in Big Springs, Tex., was a surprise by Staked Plains Subdivision 212, B. of L. E., to their wives on January 6, 1909, the occasion being one in which the B. of L. E. presented to the ladies of the G. I. A. a beautiful and much-needed desk for use at their Division room, but the wives were not let into the secret until the members of the Division had assembled at the hall, and when all had arrived and noses were counted for the spread it was found that plates would have to be laid for about 36 persons.

Splendid talks were given by quite a number of the members present, after which they were invited to repair to the Wigwam Restaurant to partake of a bountiful spread consisting of oysters in the most "up-to-date" style. Div. 212.

THE fifth Sunday union meeting of the Minneapolis Subdivisions was held in the hall of Division 494, January 31, at 7:30 p. m. On account of a fierce blizzard that had been raging over this part of the country a few days previous a large number of our members were blockaded away from home and were unable to be at this meeting; but we had an attendance of 35, representing seven different Subdivisions.

After opening in form and receiving some instructions in the secret work, A. G. C. E. Wills gave us a heart-to-heart talk and advice which, if put into practice, would do a vast amount of good to the B. of L. E. and its members. His remarks were listened to with much interest, and from the applause given him he must have touched the right spot.

After a few remarks by different Brothers, we retired to the dining-room, where the ladies had prepared a bountiful supper, which was appreciated by all.

During the supper Brother Wills gave a short talk to the ladies in which he laid particular emphasis on the fact that he was the only A. G. C. E. that was single and that he was not over 40. The ladies gave evidence that his talk was appreciated.

After supper we adjourned, all feeling well repaid by the advice and counsel given us by Brother Wills.

It has been decided to hold a union meeting here every fifth Sunday, fully believing that it is necessary for the welfare of ourselves to take more interest in Brotherhood matters and to arouse our members to take greater interest in that which is the means of bettering themselves which we know can be accomplished through the B. of L. E.

We feel very grateful for the visit from Brother Wills, and hope that our G. C. E. will see that there is a Grand Officer at all our future union meetings, as much good will come from their visits.

I. N. MORRILL, F. A. E. Div. 494.

SUBDIVISION 276, Scranton, Pa., took the initiative in the interest of a fifth Sunday meeting for members employed on the D. L. & W. Ry., to be held on

Sunday, Jan. 31, 1909, and all the Subdivisions on the system responded with a good representative number. G. I. A. Div. 82 was not behind in its helpfulness to the cause and intimated its desire to see that refreshments were served, which service was gladly accepted.

At the appointed time the meeting was called to order in the K. of P. Hall at 1:45 p. m., with Bro. T. P. Gaynor, C. E. of Div. 276, in the chair and all the officers of the Division present and, much to our pleasure, A. G. C. E. Bro. E. W. Hurley was with us.

Brother Gaynor stated the object of the meeting and introduced A. G. C. E. Hurley, who gave us a good account of what the Grand Division has been doing for the Brothers during the depression in business and advised all of us to live up to the laws of our beloved Order, after which the Brothers had short talks on runs, system seniority, union meetings, etc., and Bro. J. E. Clark, Chr. of G. C. of A., asked for a general expression on the system union meetings. A vote was taken as to holding the fifth Sunday meetings regularly, which was unanimously favored.

The Brothers of Div. 171, Hoboken, N. J., being instructed to have the next one held there if agreeable, it was decided to hold the next meeting in Hoboken, N. J., May 30, 1909.

Brother Reese announced that the ladies had lunch ready to serve and the meeting adjourned; the lunch consisting of sandwiches, coffee, cake, cream, and other good things. Brother Reese passed the cigars, and if any of the Brothers went away hungry it was no fault of the ladies, for they surely did all they could to satisfy the inner man; and in addition to this the ladies of the G. I. A. had extended invitation to all engineers' wives to meet with those belonging to the G. I. A., so that they too could become better acquainted, and we had a goodly number of them to help make our meeting a success.

The Great Bear Spring Water Co. furnished us with all of the good spring water we could use, which was served

from a silver water set presented to this Division about 18 years ago by the engineers' wives.

Nineteen Divisions were represented and 110 Brothers registered, but we had nearer 175 present, as a great many failed to register.

After lunch we reassembled and had the ladies with us, and they were addressed by Brother Hurley, A. G. C. E., and Sisters T. Coleman and Loomas made short addresses, followed by Brothers Coleman, Travis, Reese, Stanton and others. We adjourned to meet in closed session at 7:35 p. m., to give the Brothers a chance to tell of their troubles and how they considered there could be improvements made.

We had a good meeting and live in hopes that much good may come to both the B. of L. E. and the G. I. A. to the B. of L. E. We had more Divisions represented and more members in attendance than we had expected, and everyone appeared to enjoy himself, and we wish to thank one and all for their assistance in making it a success.

Yours fraternally,

R. W. Cox, F. A. E. Div. 276.

BRO. A. W. SINCLAIR, member of Subdivision 142, Richmond, Can., recently received notice from the Grand Trunk Railway that upon his retirement from the service on attaining the age limit of 65 years, a monthly pension of generous proportions would be allotted to him from the newly established Grand Trunk pension fund. From 1856 to the time of his retirement Mr. Sinclair has been continuously in the service in different departments and has truly given the best that was in him to the interests of his employers. Born in Dunoon, Argyleshire, September 3, 1843, Mr. Sinclair came to this country with his parents when about 10 years old. He was first employed as fitter in the Gem & Kinnan locomotive shops in Hamilton, and worked on the three last engines turned out of these shops, Shem, Ham and Japheth, as they were called; subsequently these were numbered 168, 169 and 170, and Mr. Sinclair, as assistant blacksmith, helped to

make, repair, clean, fire, and later as engineer, to run them. No. 168 met a disastrous end, going through the Beloeil bridge with an ill-fated immigrant train.

By rare good fortune he never experienced any serious personal injuries, always sticking to his locomotive in face of all eventualities. His reminiscences of repair shop experiences at Richmond, Chaudiere and Britannia Mills, where all the repairs, rail-cutting, re-tying of engines, making of wing rails, points and switches and other heavy mechanical work was then done, seems like a revival of ancient railroad history in the light of present-day development. Many of the superintendents and a number of his former associate enginemen have made their last long run homeward. A reference to these always touches a sympathetic chord in the heart of our hero, and the cordial relations existing between himself and his fellow survivors of the running-board speak eloquently of the kindly heart and eminent qualities of our fellow-citizen. Mr. Sinclair has felt the touch of passing years but slightly, and enjoys excellent health in the midst of his family circle and friends. That he may long continue to enjoy the well-earned bounty of his employers, is the sincere wish of all.—*Richmond (Can.) Times-Record.*

THE members of Illinois Div. 644 and their families inaugurated the social season in Galesburg, Ill., railroad circles on the evening of January 9, by giving an elaborate banquet in Maccabee Temple. Very nearly 200 responded to the invitations. The banquet hall presented an entrancing scene, where the tables were spread with snowy linen, sparkling cut-glass and further beautified with pink carnations and Easter lilies, the speakers' table at the head of the hall being especially attractive.

At this table were seated the heads of the Division and the local officials, who with their wives were the guests of the occasion. The blessing was asked by Rev. B. F. Martin, after which full justice was given to the four-course dinner.

Bro. D. L. Peterson, acting as toastmaster, proved to be the right man in the right place, and kept things moving along right merrily. The first speaker on the program was Bro. C. B. Johnson, C. E. of 644, who gave a brief but comprehensive history of the Division; showing that while the Division had been organized four years ago with 17 members, we have 187 members in good standing.

The next speaker was Bro. J. L. Kelsey, local chairman, a man who secures and holds the attention of his hearers from start to finish, from the fact that all his words and sentiments ring true; who is an indefatigable worker for the good of the Order and who possesses to the fullest extent the confidence and good-will of the members. Brother Kelsey handled his subject, "The Brotherhood," with consummate skill, giving a clear and concise description of what the Brotherhood stands for, what it has accomplished in the past, and its prestige as an organization at the present time, and in his address paid a glowing tribute to the home-life as being conducive to a man's mental, moral and material welfare.

Bro. J. J. McHale was then called upon and gave an interesting talk on insurance; interspersed with some of his inimitable stories. The local officials present gave short talks and Rev. Mr. Martin, pastor of Central Congregational Church, paid a high tribute to the engineer as a man and as a citizen.

The Brothers and their guests then repaired to the upper hall, where Hunt's Orchestra and a smoothly waxed floor contributed to the guests' enjoyment. The evening was one of unalloyed pleasure throughout and will always be a pleasant memory to those who were present, everyone seeming to be in the best of spirits and in perfect accord with the sentiments expressed in Longfellow's beautiful poem, "The Day is Done:"

"And the night shall be filled with music,
And the cares that infest the day
Shall fold their tents, like the Arab,
And as silently steal away."

J. F. LINSLEY, F. A. E.

BRO. WILLIAM COVER, member of Sub-division 287, was placed on the pension roll of the Pennsylvania Railroad on January 1, 1909, after 30 years' continuous service.

On October 11, 1878, Mr. Cover entered the service of the Pennsylvania Railroad Company in Altoona as a fireman. He was promoted in November, 1880, to the position of engineman, which he has filled continuously until physically disqualified. The stroke that terminated his activity was hastened, no doubt, from a dropsical affection and asthma, which afflicted him for years.

For many years he had general charge of the excursion trains when the railroad workmen had their outings, and in June, 1904, took the first excursion over the Mule Shoe to Portage. This train had 14 coaches, containing 1,500 people. He was the chairman of the picnics held at Lakemont Park at various times. He served on the General Committee of Adjustment of the B. of L. E. that secured annual passes for enginemen and their wives, in 1894. His services in this capacity extended in all from 1892 to 1900.

Mr. Cover was a delegate of the B. of L. E. at St. Paul in 1894, with his wife, now deceased, and for whom Mrs. S. J. Cover Division 64 is named. Mrs. Cover went as a Ladies' Auxiliary delegate. They, together, served in their several capacities in 1896 in Ottawa, Can., and in 1898 Mrs. Cover went as a delegate to Milwaukee.

On February 11, 1890, Mr. Cover caught a runaway coal train on the eastern slope at Norcross cut, while coming east on an empty engine. When past the three culverts, and before he could bring the train to a stop, it smashed into an engine and train standing there, which caused a big wreck. He received a broken leg. Superintendent Robert Pitcairn requested his presence in Pittsburgh after his recovery, and highly complimented him on his bravery, as well as rewarding his heroism.

William Cover was born on a farm in Jenner township, Somerset county, March 29, 1840, and is a son of Emanuel and Catharine Cover. His father was a

farmer, carpenter and local minister. In the year 1869 he removed to Westmoreland county, where he resided for 10 years, and in 1878 he came to Altoona, where he has since lived.

In his home county, he conducted a general store for 10 years, which business he continued for eight years after moving to New Derry, Westmoreland county. He also taught country public school for five years in Somerset county, and having received vocal instructions from a celebrated teacher, he also taught singing school for that number of years. He was also postmaster at Derry from



BRO. WM. COVER, DIV. 287.

1870 to 1877, having received his appointment from President Hayes.

Mr. Cover is a member of Post 62, G. A. R.; of the Fifth Pennsylvania Heavy Artillery; Ancient Order United Workmen, and the P. R. R. Y. M. C. A. of Altoona. Of this last named he was a director for a number of years and organized the choir, whose leader he remained for eight years.

Another coincidence in the life of Mr. Cover is the strange part the number 11 has played. October 11, 1878, he entered the service of the Pennsylvania Railroad company, and on November 11, two years later, he was made an engineer, a

most unusual distinction. February 11, 1890, he caught a runaway engine; January 11, 1908, he was stricken with paralysis, from which he has about recovered.

Of these fortunes and misfortunes, he counts the greatest fortune in having been father of 11 children.

Almost recovered from the stroke that brought his activity to a stop for a time, but which seemed to permanently free him of his other ailments, he enjoys his cozy home at South Lakemont, where he is delighted to entertain his friends with reminiscences of his interesting life. Here music adds charm and in reading he finds restful recreation.—*Lakemont (Pa.) Evening News.*

ONE of the happiest evenings we ever spent in New York with members of the Order was on January 30, it being the 25th anniversary of the wedding of Brother and Sister Moore. The Brothers of Sub-division 589, B. of L. E., and Sisters of Div. 351, G. I. A., took advantage of the occasion to give this estimable couple a surprise party—one of the real old-fashioned kind, and they did it in good shape.

Sister W. R. Marley, Past President, on behalf of Div. 351, G. I. A., in a few well-chosen remarks presented Sister Moore with some very handsome pieces of cut-glass; Bro. Geo. L. Clarke, on behalf of Div. 589, presented Brother Moore with a handsome chest of silver made by the Meriden Britannia Co., of Meriden, Conn., drawing a life-picture of him in the following remarks:

"Brother Moore: It is 28 years since you first came to work with us on the old New Haven road. You were then a young rugged lad, willing and able to work, and anxious to gain a knowledge of practical railroading and the mechanical construction of a locomotive, with one other object ever in view, and that, to do right by your fellowman and the company that employed you; ever ready and willing to put your hand in your pocket and take out your dollar to help the sick and disabled, thereby endearing yourself to us all and gaining the respect of all the officials with whom you came in contact.

In due time your ability as a fireman

was recognized by the officials—you were promoted to be an engineer; as soon as you were eligible, you joined our noble Brotherhood and from that day to this, from the Atlantic to the Pacific, no stronger advocate of its principles, harder or more conscientious worker, has entered its ranks than you, Tom Moore; for that reason we felt that we could not let this, the 25th anniversary of your married life, pass without taking due notice thereof; we felt that words would be empty—something more substantial was necessary—something that would be with you for all time, something that when you look at it in your old age would bring back fond recollections of bygone and happy days, something that would keep us in your memory, ever fresh and green, so we decided on this chest of silver. Accept it, old man, in the same spirit that it is given, for like yourself it is solid and it will wear well.

Now, Brother Moore, in extending to you the right hand of fellowship, I extend to you also the hand and well-wishes of each and every member in the Division, and their prayer goes up tonight to Almighty God, that he may grant you a long and happy life and when he calls you, you will be (we all feel assured) square on his books, as you have always been on ours, and his greeting to you will be as yours has always been to us, "Tom, come in!"

If we live for 100 years we will never forget how honest old Tom looked—his heart overflowing with gratitude to all—yet unable to express his thoughts, except to say "Boys, this is too much, I don't deserve it;" but we all knew that he did.

After this, the Sisters took charge and prepared a "spread" of the many good things in season, which we can assure you was heartily enjoyed by all. During supper, toast after toast was given and responded to. After this, we were tendered some very fine music, both instrumental and vocal, and the wee hours came too soon for us all.

GEO. L. CLARKE, H. J. KRAMER,
M. ALLEN, J. F. GARLAND.
GEO. D. COOK,

SPECIAL NOTICES

Smc. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

<i>Subdivision—</i>	<i>Subdivision—</i>
373—M. R. McDowell.	481—H. J. Walker.

Wanted—To know the present address of Clarence E. Fife, who was an engineer on the St. Louis, Iron Mountain & Southern Railway, until about August, 1906. Kindly address Mr. A. F. Zell, room 619 Commercial Building, St. Louis, Mo.

Wanted—To know the whereabouts of F. B. Dills, age, 45 years; height, 5 feet 8 inches; sandy mustache; dark eyes and hair. When last heard from in November, 1908, he was in Muskogee, Okla. Kindly address Mrs. F. B. Dills, Somerset, Ky.

Wanted—To know the present address of John Crendon, formerly an engineer working on the Wabash Railroad. Kindly address Bro. John J. Snyder, C. E. Div. 582, 783 West 12th street, Chicago, Ill.

Wanted—To know the whereabouts of Charles H. Rust, who has not been heard from for five years. He is 5 feet 6 inches tall, weighs about 270 pounds, about 50 years of age, dark brown hair, brown eyes, sandy mustache streaked with gray, and wore nose glasses. Kindly address Mrs. Charles Rust, 711 East 65th street, Chicago, Ill.

Information is wanted of Bro. Wm. McClelland, member of Subdivision 219, Marshall, Tex. He ran an engine on the Texas & Pacific Ry. between Texarkana and Ft. Worth for about 15 years. He left his home in Dallas, Tex., October 3, 1901, and has not been heard from since. His height is about 5 feet 6 inches; weight about 145 pounds; bluish gray eyes rather deeply set; light brown hair turning gray; age 58 or 60 years. Anyone knowing his whereabouts or anything of him since October, 1901, will confer a favor by notifying the Grand Chief Engineer, Bro. W. S. Stone, 306 Society for Savings Building, Cleveland, O.

Information is wanted of the whereabouts of Bro. James Bannigin, member of Div. 100, who, when last heard from about 14 years ago, was running on the Soo Line out of Rhinelander, Wis. Kindly address Bro. Ben Fittinger, 8 Tennessee avenue, Danville, Ill.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Collinwood, O., Feb. 2, heart failure, Bro. J. S. Bauder, member of Div. 3.

Chicago, Ill., Jan. 17, Bro. Andrew Klees, member of Div. 10.

Benson, Ariz., Feb. 5, Bright's disease, Bro. Fred Clark, member of Div. 28.

Columbus, O., Jan. 22, Bro. Geo. Laning, member of Div. 34.

Zanesville, O., Feb. 8, locomotor ataxia, Bro. E. A. Ford, member of Div. 36.

Jeffersonville, Ind., Jan. 18, organic heart failure, Bro. Frank Wilson, member of Div. 39.

Philadelphia, Pa., Jan. 26, old age, Bro. John Guinn, member of Div. 45.

East Grand Forks, Minn., Jan. 27, tuberculosis, Bro. Jos. E. Murray, member of Div. 69.

Harrisburg, Pa., Jan. 26, paralysis, Bro. Wm. H. Pressley, member of Div. 74.

Reading, Pa., Feb. 10, kidney trouble, Bro. Geo. W. Kintzel, member of Div. 75.

Red Cloud, Neb., Feb. 5, heart failure, Bro. Geo. L. Van Camp, member of Div. 88.

Annapolis, Md., Feb. 8, tuberculosis, Bro. J. Gable, member of Div. 97.

Water Valley, Miss., Jan. 27, dropsy, Bro. Fred L. Waldron, member of Div. 99.

Park City, Utah, Feb. 1, blood poison, Mrs. Lena Brown Williams, wife of Bro. G. H. Williams, member of Div. 136.

Glenwood Springs, Colo., Jan. 21, injured in wreck, Bro. W. H. Jeffery, member of Div. 140.

Chatham, N. Y., Jan. 27, gangrene and blood poison, Bro. John Dolan, member of Div. 145.

Murphysboro, Ill., Jan. 19, struck by bar, Mr. W. H. Maddox, brother of Bro. Chas. H. Maddox, member of Div. 160.

Washington, D. C., Jan. 25, cancer of stomach, Bro. John T. Fleishall, member of Div. 160.

Huntington, W. Va., Jan. 5, engine derailed, Bro. Ios. Edwards, member of Div. 190.

Huntington, W. Va., Jan. 10, struck by engine, Bro. W. A. Anderson, member of Div. 190.

Houston, Tex., Nov. 23, Bro. J. R. Corley, member of Div. 201.

Macon, Ga., Feb. 5, collision, Bro. Jas. A. Dennis, member of Div. 210.

Macon, Ga., Feb. 8, Mrs. Jack Phillips, wife of our late Bro. Jack Phillips, member of Div. 210.

Havana, Fla., Feb. 8, tuberculosis, Bro. D. D. Fleming, member of Div. 256.

East Mauch Chunk, Pa., Jan. 29, pulmonary tuberculosis, Bro. Peter J. Reed, member of Div. 257.

Ashtabula, O., Feb. 5, suicide, Bro. N. J. Senter, member of Div. 260.

Florence, S. C., Feb. 10, valvular heart disease, Bro. Hardy Wall, member of Div. 265.

Gladstone, Mich., Jan. 29, engine derailed, Bro. Neil D. McIntyre, member of Div. 266.

Sacramento, Cal., Feb. 4, heart disease, Bro. J. Openshaw, member of Div. 283.

Allegheny, Pa., Feb. 12, pneumonia, Bro. Geo. Wilson, member of Div. 298.

Boston, Mass., Jan. 12, Bro. W. H. Daggett, member of Div. 312.

Hyde Park, Mass., Jan. 14, Bro. J. W. Smith, member of Div. 312.

Montevideo, Minn., Feb. 11, Bright's disease, Bro. W. M. Hughes, member of Div. 313.

Strasburg, Va., Jan. 18, run over by engine, Bro. Walter F. Darnell, member of Div. 317.

Vancouver, B. C., Jan. 15, engine turned over, Bro. James Foster, member of Div. 320.

St. Albans, Vt., Jan. 13, Bright's disease, Bro. S. Fox, member of Div. 330.

Rutland, Vt., Jan. 28, heart failure, Mrs. J. P. Sullivan, wife of Bro. J. P. Sullivan, member of Div. 347.

Pittsburg, Pa., Jan. 28, heart failure, Bro. Thos. E. Newman, member of Div. 370.

West Newton, Pa., Jan. 26, diabetes, Bro. James W. Collins, member of Div. 370.

Laredo, Mo., Feb. 3, head-on collision, Bro. John W. Stipp, member of Div. 393.

Seattle, Wash., Jan. 10, injuries received in wreck, Bro. J. M. Dailey, member of Div. 399.

Chicago, Ill., Jan. 26, heart failure, Bro. W. A. Murdock, husband of Mrs. W. A. Murdock, Grand President G. I. A., member of Div. 404.

Lake Geneva, Wis., Jan. 10, cancer, Mrs. Geo. Murdock, wife of Bro. Geo. Murdock, member of Div. 404.

Sterling, Ill., Jan. 15, killed in wreck, Bro. Jos. Curtin, member of Div. 404.

Lebanon, Pa., Jan. 27, ptomaine poisoning, Bro. Watson Albright, member of Div. 414.

Brooklyn, N. Y., Jan. 30, pneumonia, Bro. Jos. Selfert, member of Div. 419.

Buffalo, N. Y., Feb. 12, typhoid fever, Bro. Chas. Bradfield, member of Div. 421.

St. George, S. C., Jan. 23, Bro. J. H. Lewis, member of Div. 435.

Henderson, Me., Jan. 31, typhoid fever, Melissa, eldest daughter of Bro. Elmer E. Ames, member of Div. 440.

East St. Louis, Ill., Feb. 6, paralysis, Bro. W. S. Thornton, member of Div. 444.

Ottawa, Ont., Can., Jan. 30, heart trouble, Bro. C. W. Kendall, member of Div. 469.

Joliet, Ill., Jan. 1, consumption of the brain, Bro. John P. Smith, member of Div. 478.

Grand Junction, Colo., Feb. 10, engine turned over, Bro. J. E. Lane, member of Div. 488.

Grand Junction, Colo., Jan. 15, Bro. Frank P. Robinson, member of Div. 488.

Abbeville, S. C., Feb. 2, collision, Bro. Clyde Moore, member of Div. 498.

Kansas City, Mo., Dec. 17, 1908, Eugene, son of Bro. E. A. Shipley, member of Div. 502.

Ironton, O., Jan. 13, cancer of the liver, Bro. J. F. Campbell, member of Div. 511.

Portsmouth, O., Jan. 18, engine derailed, Bro. J. T. Rutledge, member of Div. 511.

Chicago, Ill., Jan. 31, collision, Bro. Wm. J. Price, member of Div. 519.

Chicago, O., Jan. 20, diabetes, Bro. Chas. H. Burk, member of Div. 522.

Morton, Minn., Jan. 31, pneumonia, Bro. E. W. Graham, member of Div. 525.

Proctor, Minn., Jan. 19, injuries received in a boiler explosion, Bro. Wm. F. Chapman, member of Div. 559.

Denison, Tex., Feb. 10, explosion of oil tanks, Bro. F. D. Horu, member of Div. 568.

Acambaro, Mex., Jan. 16, pneumonia, Bro. J. C. Morgan, member of Div. 571.

Sherman, Tex., Jan. 14, thrown from engine, Bro. N. E. Steelman, member of Div. 604.

Monterrey, Mex., Jan. 2, pneumonia, Bro. Marcos Chucovick, member of Div. 614.

Enid, Okla., Jan. 4, Bro. W. A. Miller, member of Div. 630.

Chicago, Ill., Jan. 22, tuberculosis of the lungs, Bro. J. P. Sullivan, member of Div. 645.

Mason City, Ia., Jan. 31, injury received in collision, Bro. Edward J. Brady, member of Div. 655.

Revelstoke, B. C., Jan. 11, killed in wreck, Bro. W. P. Coughlin, member of Div. 657.

Santa Cruz, Cal., Jan. 29, accidental drowning, Bro. Robert R. Makin, member of Div. 704.

Kingsville, Tex., Jan. 15, malarial fever, Bro. A. G. Moore, member of Div. 731.

Roanoke, Va., Dec. 18, Bro. Wm. Neighbors, member of Div. 743.

Atlanta, Ga., Feb. 15, Mr. Thos. M. Wood, father of Bro. Frank E. Wood, member of Div. 755.

West Springfield, Mass., Jan. 27, heart trouble, Bro. Sumner A. Bragg, member of Div. 63, aged 81 years. Brother Bragg began his railroad career as a brakeman and in 1854 changed to the locomotive as fireman on the Boston & Providence. He was eventually promoted and joined the B. of L. E. on January 8, 1865, and has been a member of the Order ever since its organization in New England. He went to the Boston & Albany in 1872 and remained with that road until failing health made retirement from active service necessary. He resided in West Springfield and was not only an exemplary member of the B. of L. E., in which he was a pioneer, but recognized as a man worthy the respect of his fellow citizens, who elected him a member of the board of health for 11 years consecutively. He leaves two sons, E. P. and Geo. H., the latter a member of Subdivision 57.—EDITOR.

Peoria, Ill., Jan. 21, Bro. Wm. White, member of Div. 417. Brother White was born in 1825 and at an early age began his railroad life as a fireman on the Camden & Amboy Railway, now a part of the Pennsylvania system, and during that experience had his turn firing the famous "John Bull." He went to the Southern Michigan & Northern Indiana, now part of the L. S. & M. S., in 1856 as engineer. During the Civil War he was engaged in Government service, running mostly on the L. & N. and M. & O. At the close of the war he went to the P., F. W. & C. In 1869 he went to the T. P. & W. where he remained in Peoria, Ill. He was one of the pioneers in the B. of L. E.; lived through all of the

constructive period of American railroads, and gave his personal influence to the early days of the B. of L. E., and by example in consistent defence of its principles, continued as one of its builders into its present greatness and beneficence. He joined the Masonic Order in 1857 and there as everywhere won high place in the esteem of his fellow craftsmen.—Editor.

Through an error the transfer of Bro. Marcos Chucovick from Div. 497 to Div. 614 appeared in the February JOURNAL, instead of notice of his death, which appears in this issue.

ADMITTED BY TRANSFER CARD.

Into Division—

- 5—Edwin Horen, M. A. Varney, from Div. 28.
- R. Keraey, from Div. 95.
- W. M. Jones, from Div. 265.
- 66—M. Mackedon, from Div. 73.
- 68—Geo. A. Titus, from Div. 588.
- 93—W. A. Dodds, from Div. 762.
- 139—W. Woodroffe, from Div. 580.
- 140—W. M. Baxley, from Div. 706.
- 147—I. C. Crosby, from Div. 413.
- 152—Frank Miller, from Div. 155.
- 158—David E. McDermott, Samuel T. Guthrie, from Div. 55.
- 192—C. D. O'Tool, from Div. 587.
- 198—M. Larkin, from Div. 436.
- 206—J. T. Varnon, from Div. 636.
- 207—Wm. E. Chester, from Div. 409.
- 212—O. G. Plowman, from Div. 192.
- 232—H. D. Beuhner, from Div. 268.
- 239—A. M. Beem, from Div. 706.
- 243—W. J. Campbell, from Div. 486.
- 260—D. B. Woodland, Edw. C. McKibben, E. H. Jepson, from Div. 565.
- 262—Gus Kuster, from Div. 138.
- 265—Wm. T. Rowell, from Div. 646.
- 283—R. J. Maloney, from Div. 453.
- 299—Wm. Jack, from Div. 462.
- 302—Chas. H. Zindel, from Div. 155.
- 329—John E. Coole, from Div. 167.
- 348—Daniel Preston, from Div. 64.
- S. A. Zeszwetz, from Div. 77.
- 366—B. Stulting, from Div. 680.
- 369—Beach Griffin, from Div. 651.
- 384—George T. Shambow, from Div. 585.
- 416—Ferris T. Crew, Harry R. Brown, from Div. 265.
- 439—W. B. Smith, from Div. 64.
- 457—J. H. Lindsey, from Div. 4.
- 496—Wm. Coulter, from Div. 219.
- 505—C. E. Mack, from Div. 669.
- 539—Harry Johnson, from Div. 613.
- 562—A. O. Woods, from Div. 68.
- 570—H. A. Throckmorton, from Div. 669.
- 590—Wm. T. Paynter, from Div. 806.
- 615—Fred Mersereau, from Div. 111.
- F. J. Chapman, from Div. 594.
- 630—G. H. Gabriel, from Div. 179.
- F. B. Reece, from Div. 270.
- 644—B. F. Cool, from Div. 460.
- 652—Geo. Caton, from Div. 90.
- 660—W. M. Jones, from Div. 5.
- 678—U. S. A. Wills, from Div. 608.
- 705—Harvey Barr, Wm. J. Freed, Jos. W. Sweigert, Reuben E. Siman, from Div. 75.
- 706—R. A. Chastain, from Div. 407.
- F. C. Williams, from Div. 309.
- J. D. Cowan, from Div. 223.
- 707—Eugene F. Hughes, from Div. 71.
- 713—C. Crowley, from Div. 637.
- 724—George Roberts, from Div. 606.
- 736—A. G. Harris, from Div. 685.
- 737—James Middlemas, from Div. 716.
- 738—C. D. Hutchison, from Div. 564.
- L. Ream, from Div. 219.
- 741—Edw. Bitard, Frank Baker, from Div. 79.
- 745—E. C. Trinkner, H. W. Shultz, C. W. Reed, Chas. Filkins, from Div. 170.
- 748—J. C. Osteen, from Div. 591.
- J. W. Edwards, from Div. 224.
- 752—Frank Irving, from Div. 46.

- 756—F. O. Medinger, from Div. 160.
- Chas. F. Hahn, from Div. 569.
- A. C. Hoobler, from Div. 416.
- George A. Whitney, from Div. 536.
- Frank Skinner, from Div. 677.
- Jack Moser, from Div. 225.
- C. E. Clarke, from Div. 139.
- V. M. Ashbaugh, from Div. 611.
- D. H. Wilber, from Div. 619.
- W. J. Grobe, from Div. 100.
- 761—John Mullen, from Div. 200.
- John A. Cooley, from Div. 119.
- F. Francis, from Div. 744.
- David B. Allen, from Div. 102.
- 763—J. E. Fisher, from Div. 527.
- Miles O'Rourke, from Div. 252.
- J. E. Watts, from Div. 569.
- 764—Frank Everett, James Ashcroft, John Worthington, from Div. 89.
- W. E. Moher, from Div. 202.
- E. R. Harmon, Wm. Ross, James Culbert, from Div. 486.
- George Baker, from Div. 355.
- T. C. Young, Frank Nunn, C. G. Bass, from Div. 535.
- T. Modeland, from Div. 520.
- John Partington, from Div. 583.
- F. A. McClary, from Div. 395.
- F. O. Parmelee, from Div. 330.
- A. McTavish, E. A. Young, from Div. 667.
- R. H. Powley, from Div. 188.
- R. P. Corrigan, from Div. 33.
- John Rowan, from Div. 494.
- 769—F. H. Hebb, R. E. Tolar, from Div. 309.
- 775—H. Ashworth, Wm. Bellstein, C. T. Cunningham, W. W. Delany, J. F. Hough, V. E. Hannig, E. A. Krause, C. A. Morrison, H. Sander, Wm. Whalen, J. C. Wilkerson, from Div. 366.

WITHDRAWALS

From Division—

- 6—J. D. Russell.
- 69—Chris Bailey.
- 145—Geo. Simmons.
- 176—Benj. W. Brewer.
- 201—J. W. Gibson.
- 212—G. W. Deats.
- 253—C. F. Lump.
- 298—Harry W. Robb.
- 313—Clarence Schmitz.
- 349—James Whittaker.
- 390—Frank Cade.
- 439—A. R. Smith.

From Division—

- 489—J. G. French.
- 476—H. E. Hilleary.
- 502—Ira Dunning.
- 563—C. A. Barney.
- 572—Chas. Page.
- 598—Wm. L. Scott.
- 608—Jno. W. Wainwright.
- 676—Wm. E. Haydon.
- 702—T. Leo.
- 718—J. E. Redwine.
- 745—L. A. Cretzinger.

The death of Mr. Chris Bailey was published in the February JOURNAL. This was an error, as Mr. Bailey's name should have appeared among the withdrawals, as noted above.

REINSTATEMENTS

Into Division—

- 6—Mart N. Crane.
- 10—C. Schmillen.
- F. Hendricks.
- 19—H. Coughlin.
- 33—Ben Gore.
- 71—P. H. Whithall.
- 101—D. Halleran.
- J. W. Nihoof.
- 104—Wm. H. Lilley.
- 145—Harry P. Raymond.
- 210—G. P. Ecord.
- 213—D. L. Perkins.
- 222—W. F. Murphy.
- P. Z. Alexander.
- 224—Henry Pike.
- 228—W. E. Hunter.
- 248—F. R. Lippincott.
- 253—Chas. C. Keller.
- M. T. Brown.
- 283—J. J. Hogan.
- 287—M. P. Ronan.
- 331—J. M. Ambroselli.
- 368—R. W. Potter.

Into Division—

- 370—And'wh Daugherty.
- 419—G. A. Dela Motta.
- W. W. Bell.
- 422—F. H. Knapp.
- 432—A. J. Nuttall.
- 450—S. E. Smith.
- 462—Wm. Jack.
- 503—H. B. Sanford.
- 505—W. T. Leavitt.
- 506—John D. Mills.
- Jno. D. Crumenett.
- 510—J. R. De Bastien.
- 559—C. M. Farwell.
- 561—W. H. Hainson.
- 576—L. Ostgard.
- 586—Henry S. Cutten.
- 603—U. S. A. Wills.
- 613—C. P. Potter.
- 624—J. E. Barnwell.
- 631—M. McLaren.
- 674—C. J. Brewster.
- G. W. Strupe.
- 706—W. M. Baxley.

EXPELLED**FOR NON-PAYMENT OF DUES.***From Division—*

- 11—W. R. Hunkins.
 13—P. T. Gordon.
 23—Jno. W. Lawton.
 Harry W. Nahand.
 39—J. R. Walker,
 Alex Lee.
 48—C. G. Gamble.
 50—M. C. Hern.
 W. A. Klise.
 W. E. Saddler.
 C. B. Howell.
 P. J. Dolan.
 83—Marten Lavelle.
 101—L. N. Bartgis
 D. M. Stickley.
 W. J. Fox.
 J. N. Martin.
 C. J. Andrews.
 C. F. Tindler.
 123—S. T. Austin,
 C. Vogt.
 160—James H. Isaac
 165—G. F. Larkins.
 184—George Walsh.
 200—Wm. H. Corwin.
 226—E. A. Taylor.
 325—J. W. Beynon,
 S. F. Sloan.
 319—E. H. Wergin.
 375—J. B. McAuley,
 J. Q. Miller.
 R. W. Karnes.
 J. I. Fountain.
 407—G. L. Carlisle.
 424—F. R. London.
 427—J. H. Hutchinson.

From Division—

- 436—R. E. Pill,
 D. H. Jackson.
 441—A. Bridge.
 464—C. H. Snyder.
 476—F. T. Green,
 C. M. Ramage,
 F. M. Gray.
 477—C. D. Lewis,
 J. Lambus.
 A. D. Hoffman.
 H. J. Drummond.
 Geo. E. Dippas.
 R. H. Burge.
 G. M. Brant.
 T. Kearney.
 J. S. Wilson.
 530—C. H. Haywood.
 531—C. P. Whelan,
 F. J. Meyers.
 548—W. B. Weyand,
 Wm. Weyand.
 568—Thos. J. Williams,
 G. O. W. Whitacre,
 A. H. Stafford,
 R. C. Tuel.
 570—John Garrett.
 599—J. M. Harvey.
 613—Wm. Walsh.
 Thos. O'Day.
 614—W. R. Stringfellow.
 Ed McCormick.
 630—John Rohrig,
 Andrew Allen.
 676—Alfred W. Jeynes.
 703—J. D. Boudineer.
 730—J. H. Dysinger.

FOR OTHER CAUSES.

- 19—H. Coughlin, forfeiting insurance.
 50—H. V. Hughes, not taking out insurance.
 63—J. A. Griffin, non-payment of dues and forfeiting insurance.
 79—N. E. Benjamin, forfeiting insurance and non-payment of dues.
 84—T. B. Thrasher, C. L. Barham, forfeiting insurance.
 S. S. Scruggs, unbecoming conduct and intoxication.
 147—Alex McLeod, forfeiting insurance.

- 165—Matt Dowd, non-payment of dues and forfeiting insurance.
 177—D. Sullivan, unbecoming conduct and intoxication.
 178—B. B. Mercer, intoxication.
 216—M. V. Phelps, non-payment of dues and forfeiting insurance.
 252—Harry Hastings, non-payment of dues and forfeiting insurance.
 259—Thos. McNamara, not taking out insurance.
 296—Jos. Watson, Herbert P. Gardiner, forfeiting insurance and non-payment of dues.
 323—Thos. H. Donahue, John E. McDonald, forfeiting insurance.
 351—Frank Emmons, violation of Sec. 46, Statutes.
 363—E. J. Lavell, forfeiting insurance.
 375—J. W. Dillion, J. L. Boyd, non-payment of dues and failing to correspond with Division.
 H. D. Major, non-payment of dues, forfeiting insurance and failing to correspond with Division.
 C. S. Whittington, E. W. Pearce, non-payment of dues and forfeiting insurance.
 453—W. T. La Grone, unbecoming conduct.
 472—James A. Buck, non-payment of dues and forfeiting insurance.
 531—C. A. Dubrett, non-payment of dues and forfeiting insurance.
 599—J. C. Henson, A. E. Tison, non-payment of dues and forfeiting insurance.
 A. Henderson, non-payment of dues and failing to correspond with Division.
 615—L. C. Scott, violation of obligation.
 619—W. E. Riley, non-payment of dues and forfeiting insurance.
 644—P. L. Norton, non-payment of dues and forfeiting insurance.
 648—H. T. Pace, non-payment of dues and forfeiting insurance.
 676—H. Vessey, non-payment of dues and forfeiting insurance.
 682—F. R. Jones, non-payment of dues and selling intoxicating liquors.
 693—A. A. Harmeyer, violation of obligation and non-payment of dues.
 707—George Fulmer, not taking out insurance and non-payment of dues.
 Wm. J. Foley, non-payment of dues and forfeiting insurance.
 714—E. J. Grady, B. L. Bowles, non-payment of dues and forfeiting insurance.
 738—Chas. S. Wilson, S. O. Dearing, non-payment of dues and forfeiting insurance.
 766—John A. Liday, violation of obligation.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$30.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.**CHANGE OF ADDRESS.**

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Be Sure and Give Old Address and Division Number.

B. OF L. E. GRAND DUES, PAYABLE APRIL 1.

To the Officers and Members of all Subdivisions:

DEAR SIRS AND BROTHERS: You are hereby notified that the sum of two dollars (\$2.00), half yearly Grand Dues, as per Sec. 41, Page 14, of the Constitution, is due and payable on or before April 1, from every member on the rolls of the Subdivision January 1, 1909, including honorary members, unless excused by the G. C. E., as per above section, and proportionate Grand Dues from those initiated during January, February and March, 1909.

The F. A. E. of every Subdivision should have these dues collected on or before April 1, and see that the proper order is drawn on the S. A. E. for the payment of these dues to the F. G. E., not later than April 1, 1909.

Fraternally yours,

W. B. PRENTER, F. G. E.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 405-408

SERIES I.

OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, March 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 26, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders **PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER.** Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Assn.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
341	T. L. Butt.....	28	456	June 25, 1905	Jan. 21, 1908	Blind right eye....	\$1500	Self.
342	Wm. Osborn.....	30	135	Mar. 15, 1906	Jan. 28, 1908	Blind left eye.....	1500	Self.
343	R. McKenna.....	29	485	Oct. 18, 1905	Mar. 23, 1908	Blind right eye.....	8000	Self.
344	Chas. E. Drager ..	49	702	Feb. 4, 1907	Oct. 20, 1908	Suicide	1500	Wife and sons.
345	E. L. Webb	34	196	June 15, 1902	Dec. 31, 1908	Killed	1500	Daisey Guy, s.
346	Jacob W. Young ..	39	564	Sept. 3, 1893	Jan. 2, 1909	Nephritis	1500	Helen Young, w.
347	Marco Chucovich ..	38	614	Feb. 29, 1904	Jan. 2, 1909	Pneumonia	750	Saveta L. Chucovich, m
348	Walter A. Miller ..	29	630	May 15, 1903	Jan. 4, 1909	Killed	1500	Josephine J. Miller, w.
349	N. F. Bean	43	61	Sept. 3, 1899	Jan. 7, 1909	Killed	750	Josephine Bean, w.
350	E. J. Sampson	27	166	July 22, 1907	Jan. 9, 1909	Killed	8000	Florence H. Sampson, w
351	Arth. M. Watkins ..	42	19	July 31, 1905	Jan. 10, 1909	Tumor	3000	Lydia E.B. Watkins, w
352	Frank Girard	36	389	Apr. 14, 1907	Jan. 13, 1909	Left foot amput'd ..	3000	Self.
353	N. E. Steelman	40	604	Apr. 17, 1907	Jan. 14, 1909	Killed	3000	Son and daughter.
354	Wm. P. Coughlin ..	36	657	July 22, 1902	Jan. 14, 1909	Killed	1500	Eliza'th H. Coughlin, w
355	Arthur G. Moore ..	34	731	Dec. 8, 1906	Jan. 15, 1909	Malarial fever.....	1500	Lettye B. Moore, w.
356	James Foster	45	320	Oct. 25, 1896	Jan. 15, 1909	Killed	1500	Justina I. Foster, w.
357	Thos. Mathews	56	321	Feb. 15, 1890	Jan. 15, 1909	Obstruct'n of bo'ls ..	3000	Mrs. Thos. Mathews, w
358	F. P. Robinson	36	488	Jan. 13, 1903	Jan. 15, 1909	Septicemia.....	1500	Mrs. M.N. Robinson, w
359	Jos. M. Curtin	36	404	June 28, 1903	Jan. 15, 1909	Killed	1500	Mrs. C. Curtin, m.
360	J. C. Morgan	42	571	July 1, 1904	Jan. 16, 1909	Pneumonia	1500	Mary Morgan, m.
361	J. D. Cowden	49	179	Oct. 5, 1892	Jan. 17, 1909	Killed	1500	Mrs. J. D. Cowden, w.
362	Frank Wilson	71	39	Aug. 19, 1881	Jan. 18, 1909	Heart failure.....	3000	Mrs. Frank Wilson, w.
363	W. F. Darnell	39	317	Aug. 14, 1907	Jan. 18, 1909	Killed	3000	Lizzie A. Darnell, w.
364	John T. Rutledge ..	32	511	Jan. 26, 1904	Jan. 18, 1909	Killed	3000	Allice Rutledge, w.
365	Wm. F. Chapman ..	30	559	Aug. 14, 1904	Jan. 19, 1909	Killed	1500	Millie Chapman, w.
366	Chas. H. Berk	36	522	Apr. 23, 1904	Jan. 20, 1909	Diabetes	1500	Mary C. Berk, w.
367	Wm. H. Jeffrey	33	140	Mar. 1, 1903	Jan. 20, 1909	Killed	1500	Chas. Jeffrey, m.
368	Wm. White	83	417	June 7, 1885	Nov. 21, 1909	Paralysis	3000	Wife and stepson.
369	J. Sullivan	32	645	Oct. 23, 1904	Jan. 22, 1909	Tuberculosis	1500	Chas. J. Sullivan, b.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
370	George Butler	61	508	Jan. 22, 1895	Jan. 22, 1909	Paralysis	\$1500	Mrs. George Butler, w.
371	Geo. C. Laning	65	34	Mar. 23, 1881	Jan. 22, 1909	Ulcers of stomach	3000	Mary Laning, w.
372	John T. Fleishell	39	160	Jan. 3, 1907	Jan. 25, 1909	Cancer	1500	Annie C. Young, s.
373	T. M. Salmon	39	765	Sept. 2, 1901	Jan. 25, 1909	Pneumonia	1500	Mrs. M. A. Salmon, m.
374	H. R. King	36	273	Nov. 23, 1903	Jan. 25, 1909	Tuberculosis	3000	Lena King, w.
375	W. A. Murdock	69	404	Apr. 29, 1883	Jan. 26, 1909	Chronic myocarditis	3000	Lettie Murdock, w.
376	Milau Hamilton	28	500	Jan. 26, 1908	Jan. 26, 1909	Killed	1500	Mollie Hamilton, m.
377	James W. Collins	60	370	Sept. 10, 1898	Jan. 26, 1909	Diabetes	3000	Annie B. Collins, w.
378	Wm. Presley	70	74	Dec. 31, 1890	Jan. 26, 1909	Cerebral hemorrhage	3000	Emma Presley, w.
379	F. L. Waldron	59	99	Feb. 26, 1881	Jan. 27, 1909	Myocarditis	3000	Annie Waldron, w.
380	J. E. Murray	36	69	Jan. 21, 1900	Jan. 27, 1909	Tuberculosis	1500	Gertrude E. Murray, w.
381	Watson Albright	61	414	Dec. 3, 1891	Jan. 27, 1909	Poisoning	1500	Sarah Albright, w.
382	Peter J. Reed	28	257	Nov. 22, 1903	Jan. 29, 1909	Tuberculosis	1500	Ellen M. Reed, w.
383	Neil D. McIntyre	40	266	Dec. 16, 1900	Jan. 29, 1909	Killed	1500	Margaret McIntyre, m.
384	Frank Gerlick	46	576	June 16, 1907	Jan. 29, 1909	Heart failure	3000	Josephine Gerlick, w.
385	A. H. Roeder	61	506	May 21, 1899	Jan. 30, 1909	Left leg amputated	1500	Self.
386	J. J. Seifert	41	419	Mar. 13, 1902	Jan. 30, 1909	Diabetes	750	Mary Carillon, s.
387	C. W. Kendall	37	469	Mar. 25, 1906	Jan. 30, 1909	Stenosis	1500	Margaret Kendall, w.
388	David Cool	40	162	June 31, 1891	Jan. 31, 1909	Killed	1500	Annie Cool, w.
389	Edward J. Brady	34	655	Aug. 15, 1904	Jan. 31, 1909	Killed	1500	Angelina Brady, w.
390	Clyde Moore	25	498	Apr. 14, 1907	Feb. 2, 1909	Killed	1500	Ruby P. Moore, w.
391	H. M. Montgomery	48	250	Nov. 10, 1901	Feb. 2, 1909	Cerebral hemorrhage	1500	Laura L. Montgomery, w.
392	J. S. Bauder	56	3	May 15, 1881	Feb. 2, 1909	Endocarditis	3000	Jennie Bauder, w.
393	Fred Clark	58	28	May 13, 1894	Feb. 4, 1909	Bright's disease	1500	Mrs. Fred Clark, w.
394	Nathan J. Senter	58	260	Apr. 11, 1896	Feb. 5, 1909	Suicide	3000	Iva L. Senter, w.
395	A. J. Gleason	55	176	Sept. 1, 1884	Feb. 5, 1909	Killed	3000	Annie M. Gleason, w.
396	J. A. Dennis	30	210	Sept. 22, 1897	Feb. 5, 1909	Killed	1500	Bessie A. Brown, s.
397	Timothy Daly, Sr.	84	189	Apr. 21, 1887	Feb. 6, 1909	Senile decay	1500	Hannah Daly, d.
398	John Cooper	47	529	July 6, 1903	Feb. 7, 1909	Killed	1500	Hannah Cooper, w.
399	Wm. Curran	45	53	Aug. 29, 1900	Feb. 8, 1909	Killed	750	Marie Curran, w.
400	E. A. Ford	42	36	Feb. 22, 1893	Feb. 8, 1909	Locomotor ataxia	3000	Clara E. Ford, w. child'n
401	G. W. Kintzell	79	75	Apr. 27, 1889	Feb. 10, 1909	Gangrene	1500	Daughters.
402	Hardy Wall	25	265	Feb. 16, 1908	Feb. 10, 1909	Heart disease	1500	Lottie L. Wall, w.
403	Fred D. Horn	43	568	Mar. 20, 1900	Feb. 10, 1909	Killed	1500	Annie E. Horn, m.
404	J. E. Lane	54	488	Mar. 26, 1903	Feb. 10, 1909	Killed	1500	Mrs. V. D. Lane, w.
405	Wm. Hughes	54	313	Aug. 3, 1892	Feb. 11, 1909	Nephritis	1500	Julia A. Hughes, w.
406	Elwell P. Hutton	58	53	Nov. 10, 1896	Feb. 12, 1909	Pneumonia	750	Estate.
407	Chas. Bradfield	30	421	Mar. 20, 1907	Feb. 12, 1909	Typhoid fever	1500	Ida Bradfield, w.
408	George Wilson	53	233	Feb. 25, 1888	Feb. 13, 1909	Pneumonia	3000	Ada M. Wilson, w.

Total number of claims, 68. Total amount of claims, \$131,850.

Acknowledgments.

acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Ass't. No.	From Secretary.	Div. No.	Amount.
June 2, 1906.	Mrs. Belle Charmley	361	P. Murphy	145	\$ 1500
25, "	Mrs. Elizabeth Mullian	1009	R. C. Daugherty	624	1500
May 2, "	Mary O'Grady	6	G. J. McKinley	238	3000
" 21, "	Mrs. Julia Donnelly	50	F. A. Ellis	380	3000
Aug. 12, "	Mrs. Lucetta Cochran	59	F. S. Fernandez	382	750
Sept. 1, "	Chas. A. Smith, guardian	86	Geo. F. Follner	567	1500
" 14, "	Jessie Davis	106	J. J. Smith	48	1500
" 31, "	Mrs. Ira M. Shannon	107	C. E. Lundy	617	1500
" 4, "	Mrs. Sarah Barker	108	S. D. Lerch	404	1500
" 5, "	Alvorna Harter	109	A. Butzerin	262	4500
" 5, "	Mrs. Frankie Valentine	110	A. Butzerin	262	3000
" 17, "	Mrs. Ida Manson	120	J. F. Bruner	43	4500
" 20, "	Mrs. Edith B. Waters	127	J. M. Darigan	245	3000
" 24, "	Mrs. Emma Schuler	130	B. Callender	507	3000
" 25, "	Mrs. Carrie E. Blood	131	K. Birchard	430	3000
Oct. 1, "	Mrs. Mary B. Bennett	139	John Neilson	295	1500
" 3, "	Mrs. Elizabeth Quinn	143	G. R. Lees	192	750
" 6, "	James O. Younts	146	P. J. Nolan	619	1500
" 8, "	Mrs. Catherine Anthony	147	W. McRoberts	461	3000
" 8, "	Grace M. Russell	151	Wm. Martin	609	1500
Nov. 9, 1907.	Francis Taylor	152	W. H. Miller	275	1500
" 16, "	Mrs. Elizabeth Gollmer	153	H. H. Sullivan	267	4500
Aug. 25, 1908.	Harry O. Sheets	155	C. C. Bowen	250	1500
Sept. 28, "	Jettie C. London	156	G. W. Zenor	262	1500
" 30, "	Ida M. Heninger	157	A. Butzerin	262	1500
Oct. 1, "	John Callahan	134	Wm. M. Fleigh	233	1500
" 3, "	Mary F. Tallmadge, guardian	159	H. E. Crouch	68	1500
" 6, "	Mrs. A. R. McCleary	160	P. Murphy	145	3000
" 8, "	Mrs. Kate Fralick	162	F. A. Allen	611	3000
" 12, "	Mrs. Charlotte M. Donaldson	163	Sam Scott	167	1500
" 13, "	Mrs. Mary Conlon	164	J. E. Sparkman	557	750
" 13, "	Mrs. Lois B. Packard				
" 13, "	Mrs. Maude W. Pharr				

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Oct. 13, 1908	Mrs. Lida J. Hurlbutt	165	John J. McHale	644	\$ 1500
" 13, "	Mrs. T. J. Trice	166	J. F. Willis	370	1500
" 14, "	Mrs. Teresa McAleer	168	J. N. Stewart	713	1500
" 15, "	Mrs. John Beatie	169	James W. Havens	521	3000
" 15, "	E. R. Hart	170	Henry S. Martin	494	1500
" 17, "	Mrs. H. F. Montreuil	172	James S. Martin	1	3000
" 18, "	Chas. W. Seitz	173	F. J. Mills	208	1500
" 20, "	Mrs. W. H. Castner	176	C. O. Norton	175	1500
" 21, "	Mrs. Carrie Woolam	177	J. J. McHale	644	750
" 21, "	Mrs. Hattie B. Cubbage	178	George A. Burnham	86	3000
" 21, "	Mrs. Bessie Gilton	179	Alexander Coull	707	3000
" 21, "	Mrs. Mario L. Denis	180	J. E. Bellvean	91	1500
" 22, "	Mrs. Lizzie Millican	181	W. J. Wilson	139	4500
" 23, "	Mrs. Lilla A. Easton	183	F. E. Warren	483	1500
" 23, "	Fred E. Munt	184	M. E. Ardell	631	1500
" 25, "	Mrs. Katherine Watts	185	Sam Scott	107	1500
" 25, "	Mrs. Rhea Cheshier	186	J. H. Hudson	471	1500
" 25, "	Ethel Cheshier				
" 25, "	Fern Cheshier				
" 25, "	Mrs. M. Tarver				
" 26, "	Gertrude Mattox	187	S. C. Catherwood	646	3000
" 26, "	W. O. Tarver				
" 26, "	Maxie Tarver				
" 26, "	Mrs. Annie Kane	188	J. W. Gorman	7	3000
" 26, "	Mrs. Emerance Pigeon	189	A. Tangway	381	3000
" 27, "	Mrs. Ella Davison	190	Wm. H. Peor	19	1500
" 27, "	Mrs. Lizzie M. Mundy	191	A. Rehrie	376	4500
" 28, "	Mrs. Clara B. Owen	192	J. H. Mack	4	1500
" 28, "	Mrs. Dora E. Balcock	194	W. M. Apted	2	1500
" 29, "	Mrs. Clara I. Atwood	195	G. H. Witherell	77	3000
" 30, "	Mrs. Louisa Connor	196	Chas. McCrosen	283	1500
" 31, "	Mrs. Mary A. Owen	197	J. J. Fitzgerald	612	1500
Nov. 1, "	Mrs. W. H. Saxton	199	J. F. Doherty	213	1500
" 1, "	Mrs. Maggie McGuire	200	H. J. McGrade	495	1500
" 2, "	Mrs. Ada E. Chisholm	201	A. T. Houston	689	750
" 2, "	Mrs. Adelaide B. Hay	202	J. H. DeWolf	328	3000
" 3, "	Mrs. Anna Erwin	203	Jesse Newell	244	3000
" 4, "	Ella L. Carter	204	T. Williamson	15	3000
" 4, "	Charlotte K. Avery				
" 4, "	Mrs. Martha J. Nye	206	F. S. Fernandez	382	3000
" 4, "	Mrs. Ella Souter	207	A. M. Garner	37	1500
" 5, "	F. G. Thompson	208	F. Cosgrove	597	750
" 5, "	G. L. Peel	209	W. H. Green	219	750
" 5, "	Mrs. Mary A. Marshall	210	Wm. Dean	232	1500
" 9, "	Mrs. E. A. Meeker	211	Geo. W. DeForest	103	1500
" 11, "	Mrs. Acella Marney	212	C. D. Day	460	3000
" 11, "	Mike McGraw	213	E. Barley	441	1500
" 12, "	Mrs. Luella Sanford	214	J. H. DeWolf	328	3000
" 14, "	Mrs. Joseph M. Morris	216	J. B. Hotchkiss	179	1500

Financial Statement.

CLEVELAND, O., Feb. 1, 1909.

MORTUARY FUND FOR JANUARY.

Balance on hand.....\$125,941 72
 Paid in settlement of claims.....\$111,000 00

Surplus.....\$ 14,941 72
 Received by assessments 213-216
 and back assessments.....\$135 717 67
 Received by assessments 269-272 457 90
 Received from members carried
 by Association.....695 70
 Interest for January.....392 22 \$137,263 49

Balance in bank Jan. 31, 1909.....\$152,205 21

EXPENSE FUND FOR JANUARY.

Balance on hand.....\$ 24,890 98
 Received from fees.....349 10
 Received from special assessment.....22 00

Balance.....\$ 25,262 08
 Expenses during month of Jan., 1909.....2,460 76
 Balance in bank Jan. 31, 1909.....\$ 22,801 32

W. E. FUTCH, President.

Statement of Membership.

FOR JANUARY, 1909.

Classified represents: \$750 \$1,500 \$3,000 \$4,500
 Members who paid as-
 sessments 213-216.....2,970 33,295 18,708 2,352
 Members from whom as-
 sessments 213-216 were
 not collected.....361 2,365 643 4
 Members carried by the
 Association.....4 150 317 25
 Applications and rein-
 statements received
 during month.....205 127 40

Totals.....3,335 36,015 14,795 2,421

From which deduct poli-
 cies terminated by
 death, accident, or
 otherwise.....11 98 44 15

Total membership Jan.
 31, 1909.....3,324 35,922 14,751 2,406
 Grand total.....56,403

M. H. SHAY, Gen'l Sec'y & Treas.

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NUMBER 4

Easter Influence.

Easter is the promise of the Lord that all the best and noblest in man shall be renewed, even as growth and bloom and ripening shall not cease. The bars of winter are broken, and the iron bands of death are riven. The bird is on the wing, and the flight of the scul shall know no weariness. The lilies lift their holy white grails, brimmed with the sunshine of

God's love. For has not the Lord manifested His love in flowers and in the upspringing of green things? They are sweet interpreters of large certainties. Each year the winter cuts them down, and each spring they put forth again. Every spring is a new page in the book of revelation, wherein we read that life is an eternal genesis, and its end is not; for it endureth forever.

The festival of the spring-time is as



MOUNT OF OLIVES, WHERE JESUS FORETOLD COMING EVENTS, AND FROM WHICH HE IS SUPPOSED TO HAVE ASCENDED. PERIOD CELEBRATED ON EASTER SUNDAY, APRIL 11.

old as the hope of man. The Jews had their feast of the Passover. The Romans celebrated the Megalensia in honor of mother earth. But not the Jews nor the Romans interpreted the whole message of spring. To the regeneration of earth Christ has added the new birth and eternal youth of the soul. We know that our branch grows in the physical life, but in the soul bears fruit that shall endure forever.

Belief in eternal life compels us to believe in good deeds and honest thoughts. The good man toils not for today, nor for tomorrow alone, but because he knows that his labor shall survive long after his hand has fallen from the plow. The good man pours himself into the world and makes it new. He is among the blessed who win sight out of blindness, order out of chaos and life out of death. Since the first Easter morning the soul of man has shone with unwasting light; for then he looked into the radiant face of the risen Christ, and knew that God's universe shapes itself not to destruction, but to a yet more glorious genesis; yea, it endureth from everlasting to everlasting.

The Ninety and Nine.

BY ELIZABETH C. CLEPHAM.

There were ninety and nine that safely lay
In the shelter of the fold,
But one was out on the hills away,
Far off from the gates of gold—
Away on the mountains, wild and bare,
Away from the tender Shepherd's care.

Lord, Thou hast here Thy ninety and nine:
Are they not enough for Thee?
But the Shepherd made answer, "This of Mine
Has wandered away from me.
And although the road be rough and steep,
I go to the desert to find my sheep."

But none of the ransomed ever knew
How deep were the waters crossed;
Nor how dark was the night that the Lord pass'd
through
Ere He found His sheep that was lost;
Out in the desert He heard its cry—
Sick and helpless and ready to die.

Lord, whence are those blood-drops all the way
That mark out the mountain's track?
"They were shed for one who had gone astray
Ere the Shepherd could bring him back;"
Lord, whence are Thy hands so rent and torn?
"They are pierced tonight by many a thorn."

But all through the mountains, thunder-riven
And up from the rocky steep
There arose a glad cry to the gates of heaven,
"Rejoice, I have found My lost sheep."
And the angels echoed around the throne,
"Rejoice! for the Lord brings back His own!"

—The Scrap Book.

Ex-President Theodore Roosevelt.

We present herewith a halftone picture of President Theodore Roosevelt, the photograph from which it was made having been presented to our Grand Chief Warren S. Stone, the autograph of the President evidencing his friendly feeling for the representative of a great labor organization, and we honor him now in this issue when he is a private citizen because of the great work he assisted organized labor to accomplish while he was President of the United States, which was more than all his predecessors ever did in personal efforts to assist labor to obtain desired ends.

The settlement of the coal strike in 1903 was a presidential innovation that pleased the public, though it displeased the mine-owner.

The employees' liability law would not have been a possibility only for the strenuous efforts of the President, who brought the pressure of his personality into action, converting a sufficient number of opponents to secure its enactment, the principles of which he ordered applied to Government service.

He gave his sanction to the eight-hour law by requiring its application in Government work; gave his full sanction and personal efforts to the enactment of the 16-hour law which all organizations in train service were struggling to have enacted, and stood for all law that had for its purpose betterment for those who labor.

By his direction the conditions on the Panama Canal have been made vastly better than the conditions which obtain in the public work of any other country. His door has always been open to the leaders of organized labor, to whom he has rendered valued service on many occasions, particularly for the B. of L. E.

He pleased the public with railroad regulations, irrigation, forestry, pure food, meat inspection, department of commerce, naturalization reform, prosecution of trusts, etc., and he did things for all men in the Peace of Portsmouth, arbitration for Venezuela, home rule for the Philippines, the open door for China, Japanese agreement; and in accomplishing all these things he has become an international character with a reputation for humanity and achievement that will insure domestic eminence, regardless of his enemies, who became such because the President saw all the people's interest

in his efforts to advance the welfare of the nation—his enemy only their own.

No ex-president was ever so greatly honored as he left the chair of state as Theodore Roosevelt. Not even the ovation tendered the incoming President

surpassed that given the man who was departing. At the depot in Washington as he was leaving the city a great crowd, midst waving of handkerchiefs, cried, "Good-by, Teddy, and good luck to you." And so say we. EDITOR.



To Warren S. Stone
with the regards and good wishes
of his friend
Theodore Roosevelt—
Feb 11th 1909

The Falling of Lucy.

BY CLARISSA MACKIE.

(Copyrighted, 1908, by Associated Literary Press.)

Elwood craned his neck as the train drew in at the little station. Yes, here was the low, red brick structure, from either end of which the road wound away between the young oaks, now showing a faint misty brown in the late April sunshine.

With a sudden impulse he arose and grasped his hat and grip. In another instant he stood before the station-house, while the train screamed away through the wooded tunnel of oaks.

hedges. Gratefully he inhaled the delicate spring odors that seemed to emanate from the golden afternoon sunshine.

He paused, once beside a foaming spring where sweetflag was shooting green blades from the black, oozy mud, and again in the Honeyspot road, where arbutus clung to the steep banks and the pink pouch of the moccasin flower sprang from the lichened tree stumps. Each time he removed his hat and stood with painfully knitted brow and reflective eyes. Then he moved on.

The village hotel was under new management, and he passed unchallenged by old acquaintances. He strolled down the irregular street after the evening meal



MINNESOTA'S BEAUTIFUL STATE CAPITOL, ST. PAUL, MINN.—Courtesy Bro. I. N. Morrill, Div. 494.

He looked around at the familiar scene, slightly bewildered at the result of his impulsive action. He had left New York with the intention of spending the week end with friends at Shrimp Cove, but the familiar scenes through which the train had sped and which marked milestones in his memory had roused within him depths of feeling that he thought could not now exist.

Evading the puzzled glance of the station agent, he turned down the right-hand road. Ultimately it would take him to the village hostelry. Incidentally it would lead him over old paths and permit his fancy to revel in banished dreams.

He plodded through the thick yellow sand with eager eyes on the budding

was over and in the spring twilight revisited old haunts and revived old memories until his mind was a chaos of rage with himself and grief for the unattainable.

The next morning when clamoring bells rang out from the white-painted churches and the quiet streets were gay with the Easter finery of the village belles Elwood made his way to a quaint old edifice tucked away on the shore road, so that when he was seated in a familiar place he could see the white sails in the harbor and the thin drift of smoke from passing steamers on the Sound.

The gathering congregation looked curiously at the dignified, middle-aged stranger who sat in the old Elwood pew,

but he maintained an attitude of motionless rigidity, with eyes fixed steadily on the rippling water beyond the window. He was listening with painful eagerness for a light step.

It came. He heard the swish of silk and the soft slip of her feet as she ascended the steps of the chancel and took her place among the assembled choir. In his eyes' mind he could see her, cool and pale, with flaxen hair and dark blue eyes.

There would be little change in her appearance after fifteen years. Her fair skin might have faded a little, and her slimness might have become angularity, but there would be no other visible alteration. Still he could not look.

to the old place, I guess she wishes she'd taken up with young Elwood after all."

"I hope her voice don't fail today," remarked one of the women as the low tones of the organ rumbled through the church.

Elwood turned his head. Yes; there she sat, her pale, pure profile outlined against the red and purple of the chancel window.

She looked as his memory had limned her save that she was not angular; she still retained her youthful slimness. There was a pathetic droop to her once proudly lifted head and a wistfulness in the full-lidded eyes as she turned toward the congregation.



LILY POND, COMO PARK, ST. PAUL, MINN.—Courtesy Bro. I. N. Morrill, Div. 494.

Two women rustled into the seat behind him and conversed in hissing whispers that reached his ear with annoying distinctness.

"Lucy Clifford's got on her blue foulard silk, ain't she?"

"Yes! I wonder if she's going to sing today?"

"I suppose so. Mr. Larkin said it would be the last year she could sing in the choir."

"Her voice is getting terrible thin, and once in awhile it gives out. She ain't sung for two or three weeks now. I guess she was saving it so she could sing today."

"Lucy's getting to be a regular old maid. Now that she's left alone down

The organ ceased, the white-robed minister entered and knelt in prayer, and then with a triumphant burst of music the choir arose and the notes of the anthem rang through the little church. Elwood pressed a hand across his stinging eyes as the familiar melody proceeded. It seemed but yesterday that he had stood beside Lucy Clifford in the choir and lifted his strong young voice in that same strain.

He heard the high notes of her thin soprano above the reedy tenor and the rumble of alto and bass, and there was an uncertain quality in it that caused his heart to beat a little faster in the fear that her voice might fail altogether. Anxiously he followed her through the

anthem and sighed with relief when the final "Amen" died away in the rustle of the kneeling people.

The service proceeded as it had proceeded 15 years ago. There was another minister, and save for Lucy Clifford, other voices in the choir. There were strangely familiar faces in the congregation, and his eyes eluded many a glance of recognition. It was enough for him that he could look upon Lucy Clifford's sweet face once again. In the morning he would go away.

When the long sermon was finished the organ commenced a well-known prelude,

It had happened. With a discordant wail like the breaking of a violin string Lucy Clifford's voice died out. The startled choir paused for an instant, and then from the congregation burst a man's strong voice, "Al-le-lu-ia!"

To a triumphant conclusion he carried the fine old melody, his rich tenor supporting the wavering voices of the agitated choir. He had seen the white, frightened face of Lucy Clifford turned in his direction, and he threw all the vigor and force of his nature into the third stanza.

Almost unconsciously her tremulous voice took up the refrain, and once more their tones were united. It seemed as though her weak utterances rested on the assured strength of his, and he carried it up—up—to an exultant close until their voices blended in final joyous "Al-le-lu-ia!"

Lucy Clifford sank back in her seat with trembling hands and a flickering color in her pale cheeks. She did not glance at Allen Elwood. It was sufficient for her that he was present and that in the hour of her distress he had come to her rescue.

It was like him to have done that. It was strange that she had permitted that escapade of his youth to blind her to his many noble qualities. Well, it was too late now, but she could remember this day. It would be a pleasant memory to be stored away against a dreary future.

When the service was concluded, Lucy Clifford slipped through the side door into the churchyard and thence toward the opening in the stone wall

that led to the homeward path across lots. Elwood did not follow her. It would be of no use. He was too much of a black sheep. But when the dusk fell he walked slowly along the shore road until he came to the old Clifford place.

It was a long, low, brown house facing the harbor. Tall cherry-trees overshadowed its gabled roof, and thick hedges of pungent box bordered the winding paths. A wind swept up from the bay, and a shower of blossoms fell about him. A whippoorwill throbbed from the bough of an apple-tree. It was like another night that was past.



MINNEHAHA FALLS, MINN., MADE FAMOUS BY LONGFELLOW'S HIAWATHA.—Courtesy Bro. J. N. Morrill, Div. 494.

two gray-haired wardens creaked up the aisle and received the oaken contribution boxes, while the choir arose to sing the offertory.

"Christ the Lord is risen today. Al-le-lu-ia!"

That was Lucy's voice rising high above the other singers, and again Elwood felt that tender apprehension lest she should fail. When the second stanza was begun her tones were strained and tremulous.

"She's going to break down!" whispered one of the women sitting behind him.

"Lo, our sun's eclipse is o'er"—

There was a light step on the graveled path, a startled exclamation, and he was holding Lucy's unresisting hands in his own.

"I have come to ask your forgiveness, Lucy," he began tenderly.

"Nay," she murmured tremulously; "it is I who should ask yours for my narrow-minded prejudices. But that is past—I—I tried to steel my heart and failed—and the years have been so long, Allen"— Her voice broke.

"I know," he said slowly, "but the years that are to come will be long and sweet, God willing!"

The whippoorwill whirled away through the darkness, while again the cherry-trees swayed in the breeze and sent a shower of bridal whiteness over the lovers at the gate.

returned from a pedestrian trip through the British Isles. And, what is more, he was curtly informed by his paternal parent that he would be expected to keep the regular hours and live off the salary drawn by other 18-a-week floorwalkers of the establishment.

And, thirdly, Marjorie Davis, after a prolonged and most unpleasant hour with the family lawyer, who had found that the late Henry Davis had left nothing but a heavily mortgaged home and some worthless wildcat investments, defied the family council of uncles, aunts and cousins who offered herself and mother the pick of various homes.

She would make her own way, she announced with spirit. And the very next



ROUND TOWER, FT. SNELLING, MINN., ONE OF THE OLDEST MILITARY POSTS IN THE NORTHWEST.

—Courtesy Bro. I. N. Morrill, Div. 494.

Cupid and an Easter Hat.

BY CECILY ALLEN.

(Copyrighted, 1908, by Associated Literary Press.)

Conservative Lake City was treated to three sensations in one week.

First, James Douglas, from Glasgow, Scotland, by way of Chicago, opened "The Fair," Lake City's first real department store, with "red-letter" and "special hour" sales, a gleaming soda fountain and all the other features of up-to-date shopping life.

Second, among the frock-coated floorwalkers installed in this modern shopping hive was old man Douglas' own son, Carter, late of Harvard and more recently

day all Lake City society was shocked to hear that Marjorie Davis was behind the ribbon counter at "The Fair."

Just the same, after recovering from the shock, Marjorie's little world flocked to her counter, just as shrewd old James Douglas had figured they would, and besought the one-time popular debutante to twist and turn ribbon into bows of all sorts and conditions.

And while Marjorie's relatives stormed and Mrs. Douglas wept the old man chuckled.

"Fine woman that Davis girl! No nonsense about her! And as for that boy of mine, no man ever learned business methods bending over a ledger. I made my money pleasing the public, and you

don't study the public in a stuffy rear office. I can get \$10-a-week clerks to keep my books. I want my boy to be a merchant prince."

A fourth party, altogether invisible, also took a hand in the game of commerce, and his name was Cupid. He saw his chance and began to choose arrows.

All of these, however, missed the mark. Young Douglas watched from the tail of his eye Marjorie's deft, slender white fingers flashing in and out of the shimmering ribbon, but her glance seemed glued to her work. A formal "Good morning" or a request for a credit check or his signature on a deposit marked the limit of their conversations.

For as the other salesgirls openly angled for the young man's favor Marjorie held

only to drop a hint before Aunt Sylvia that she needed one and a hat would be forthcoming, but so far her salary and the tiny income of her mother had sufficed to keep them independent and quite content.

This had meant the dyeing of all her old-time finery, and that was just why the Easter hat was a problem. A veritable riot of dyeing to meet the demands of mourning had exhausted even a well-stocked wardrobe, trunks, hat boxes and all. She would simply have to buy a complete spring hat.

This meant \$10 at least, and Marjorie realized that with her present knowledge of values, to say nothing of the store discount, she could duplicate for \$10 any hat for which she had paid \$20 or \$25 in



SCENERY ALONG THE SOO LINE RAILROAD.—Courtesy Bro. I. N. Morrill, Div. 494.

herself more and more aloof. She was not ashamed of her occupation, but she proposed to maintain her position as a gentlewoman.

And Carter Douglas misunderstood. He knew her history, and he thought, not without some bitterness, that she wanted to make him feel that even in her poverty he remained outside her social pale. The Douglas family were distinctly "new." The Davis family were of the city's innermost social circle, hedged in not by wealth, but by pioneer blood, family estates and war records.

Such was the situation when Easter loomed up on the horizon. Marjorie bending over wonderful bows for spring millinery, realized with a faint sense of amusement that this year her Easter hat was a real problem. Of course she had

the old days. So she viewed with great satisfaction a roll of crisp dollar bills, ten in all, which she had saved for just such an emergency.

So matters stood when her mother was seized with the grippe. The doctors ordered calf's foot jelly, white grapes and eggs and sherry.

Four days before Easter and the \$10 had dwindled to \$5. She compromised on a smart sailor with three-toned ribbon bows to match. She would buy it on the morrow. And the next day word came to the store that one of the cash girls must be operated on at once or lose her hearing. Marjorie's name headed the subscription list.

This afternoon in a frenzy of despair she bought the three-toned ribbons, and the next morning the charwoman of

their little cottage sent word that her baby had died and there was not a cent in the house! Marjorie had just closed her purse when the postman handed her a square envelope addressed in chirography which she recognized at a glance.

An opera star was to sing at the pro-cathedral on Easter morning, Carter wrote. Admission was by card only, and he was fortunate enough to have secured two. Would she accompany him to the Easter service?

Marjorie's one vulnerable point was music. There was no time to answer the letter by mail, but that morning while young Douglas was signing a credit check for her and the other clerks were busy

was even possible. But dye and rain had done their worst. No shape was forthcoming. In 12 hours Carter Douglas would call—and she would be hatless!

"I'm worse than a \$3-a-week cash girl. Of course I can go in my winter hat. It may turn cold and stormy."

Easter morning proved balmy and sunlit beyond her greatest fears. She looked at the velvet hat, its black feathers the worse for various dyeings, and her feminine pride was touched. She spent the last 15 cents of her \$10 millinery fund to send a small messenger with word to the Douglas mansion on the hill that she was too ill to attend the services at the pro-cathedral.



MEMBERS OF DIV. 494, MINNEAPOLIS, MINN., AT A REGULAR MEETING.

Bros. Robinson, Johnson, S. A. E., Malthouse, C. E., Kirkham, F. E., Osgard, Div. 625;
Bros. Elson, Kane, Jones, C. G. E. of A., Pratt, Moore, Trammel and Severson

—Courtesy Bro. I. N. Morrill, Div. 494.

farther down the aisle she said to him: "It was so kind of you to think of me. I do love music, and I have never heard Mme. —."

"I'll call for you at 10," he said, with a most businesslike flourish of his pencil, as a cash girl came running up. And Cupid laughed for the first time in many days.

That night the deluge. In her delight at the prospect of hearing wonderful music Marjorie had forgotten the distinctly feminine problem of an Easter hat. Laying forth the wonderful new blue-green bows, she ransacked every trunk in the house for a straw shape that

It did seem as if never in all her life had she wanted to go out as she did that day. The little cash girl in the hospital would be glad to see her; the charwoman's heart was heavy and her children would no doubt enjoy some candy Easter eggs. But again pride forbade. She would live out her miserable lie.

At 3 in the afternoon, glancing out the front window, she gave a gasp of dismay and ran from the living-room, leaving her mother to admit the tall, correctly garbed Carter Douglas. A few minutes later the puzzled little mother came upstairs.

"He says he's so sorry to hear you are

ill, and, oh, Marjorie, such Easter lilies as he has brought! Just like when your poor dear father lived. But you didn't tell me you were ill. Oh, my dear, you are so self-sacrificing!"—

Marjorie fluffed her hair and patted her nervous mother's cheek in a whirlwind of unpleasant emotions. Then suddenly she flung up her head and ran lightly downstairs, pausing in the doorway before the astonished young man, a vision of slim, graceful, healthy young womanhood.

"I owe you an apology, Mr. Douglas," she said, with a lovely flush. "I was not ill—just foolishly proud about a trifle. I—I failed to make connections with an Easter hat and so!"—

Carter Douglas had wisdom beyond his years. He did not laugh. He just dropped the Easter lilies on the old mahogany table which had been in the Davis family for seven generations and took both her hands.

"I don't care about the music. I don't care about anything except that at last I am here with you. You are the most wonderful girl. The old man thinks so too. It would just tickle him to death if we hit it off. Do you think you could care about me?"

Marjorie withdrew her hands from his firm clasp and for a second or two gazed at him in startled wonder. Then something in his face, in his honest gray eyes, sent the color flying to her face again.

"Oh, you funny, funny boy!" she said, but her tones were not full of laughter. They rang with tender joyousness. And she hid her face in the lilies, great masses of faint-scented beauty, the price of which she realized with feminine humor devoid of romance would have paid for two hats!

Thanks to the Meter.

BY JAMES CLEGG.

(Copyright, 1907, by M. M. Cunningham.)

"Please, have you a quarter?"

The girl from across the hall held out a tiny hand, in the palm of which were displayed three nickels and a dime.

Keenly conscious that there was a hole, a most comfortable and satisfactory hole, in the elbow of his smoking jacket, Digby held out his own hand, unclosing his fingers to display the desired coin.

"Did you know what I was coming after?" she said, with a laugh. Digby had never heard her laugh before. It was a low, rippling laugh, almost as attractive as her smile. He wondered how he could improve his opportunity. Ever since she had moved in he had wanted to

know the girl across the hall. Had his mother been home it would have been all simpler, but he had been keeping bachelor hall for nearly three months.

"Did you know I wanted the quarter?" she repeated. Digby pulled himself together.

"I am a seventh son," he declared solemnly. "I know that you want the quarter. I can see you returning to your apartment. I can see you climbing on a chair and dropping the coin into the gas meter. I can see the light growing bright again. Great is the automatic meter—when you have a quarter."

"Yes, when!" she cried. "The other day we only had a check, and no one could cash it."

"Say no more," he commanded tragically. "I know the rest."

"I'm very much obliged," she said gracefully. "You are sure you won't need one?"

"Not at all," he assured. As though to prove him false the gas in the hall grew dim. "I have more change," he explained, "and it's all right."

He watched her regretfully as she slipped back into her own apartment. He had planned many brilliant encounters in which he would hold her enthralled by his wit, and they would live happily ever after. Instead he had never been so dull, and perhaps he had lost his chance.

The gas had gone out as he closed the door and limped into the kitchen. He knew very well that it was useless to search for a quarter. He had found the one he had just given up only after a search. He would have to fall back on candles. There were half a dozen in the dining-room, and by lighting four he managed to read after a fashion.

But he had scarcely settled himself to his reading when the doorbell rang again. He wondered who it might be now as he made his way down the dark hall. The girl across the hall stood there again.

"You fibbed," she said reproachfully.

"You said you had another quarter for yourself. You let me drop yours in our meter, and we can see across the shaft that you're using candles."

"I rather like them," he assured, but she would have none of it.

"You were just going to drop the coin in your meter," she cried. "That is why you had it in your hand."

In the face of deduction he was dumb. The girl went on:

"I know you can't go downstairs to get change because you hurt your ankle. It wouldn't be any use anyway. It's Sunday, and only the drug-store is open, and they are all out of quarters. I was

down there just before I asked you for one. Mother says you must come in to our flat and read. You may smoke all you like. We don't mind it in the least."

"I am very comfortable," he protested.

The opportunity he had longed for had come, and he was too bashful to avail himself of it. In the end the girl in her masterful little way carried her point. Presently he was installed in the pleasant parlor and was telling motherly Mrs. Fallows all about his trials without his mother.

"It must be so lonesome for you," she cried. "Why didn't you come to us long ago?"

"I've wanted to," he admitted frankly. "Sometimes I've seen the light, and I've been so homesick. We only moved here just before my grandmother's illness took mother west, and I never got acquainted with anyone. All of our friends live on the other side of town."

"We come from the country, where we are used to being neighborly," she explained. "I want you to feel that you are welcome here any time."

There was a sincerity in her tones that brought a genial glow to Digby's heart, and the girl (he knew now her name was Ethel) seconded her mother with a glance.

That night was but the beginning of a new life for Digby. The following evening he brought home a box of candy as a return courtesy and was invited to spend the evening, so gradually he fell into the habit of dropping in after dinner. There were trips to the theater, little excursions on Sunday, and even when he had word from his mother that she had decided to remain west for the summer he did not offer objection.

The more he was with Ethel the more deeply in love he became. He had never known many women, and this charming girl was the first he had ever loved. Often he would declare to himself that he would propose, but each time his courage failed him.

Then one night came the climax. The gas began to flicker and burn low, and Ethel left the room to drop in the coin that would turn on the flow again. He heard a match strike in the kitchen, where the gas had not been lighted, then came an explosion, and he rushed down the narrow hall.

In some fashion the meter had sprung a leak, and the lighted match had caused the ignition of the gas. Ethel, her light gown ablaze, came staggering blindly toward him. He had his coat off before they met and threw it about her shoulders, forcing her to the carpet that the blaze might not be able to gain

headway toward her face. The gas in the apartment had been extinguished, and he was forced to work in the dark, but he beat out the flames with his hand and then rushed into the kitchen to check the flow of gas.

It was easy to extinguish the flames there and shut off the gas at the inlet. Then he opened the doors from their apartment to his and bore her in his arms to his mother's room. Mrs. Fallows followed and took charge of the girl while he went for the doctor.

It was some hours later that he was permitted to see Ethel. She had asked for him, her mother said, and he stole



BRO. J. E. MALTHOUSE, C. E. DIV. 494; F. A. E. FROM 1892 TO 1902; C. E. EVER SINCE.—Courtesy Bro. I. N. Morrill, Div. 494.

gently into the room. She put out her uninjured hand and smiled up at him. In some miraculous fashion her face had not been touched by the flames, though her masses of golden hair were crisp and blackened.

"It was awfully brave of you, Ben," she whispered as he bent over her. "When that explosion came the first thing I thought was that I was so glad that you were there. I knew you would help me. The doctor says you saved my life by putting the fire out so quickly."

"Anyone could have done it," he protested, "but I'm glad it was I."

"So am I," she answered.

"I'd like to be around all the time, if you'll let me," he went on in sudden bravery.

"I was afraid you were getting to look on me more as a sister," she said as the blood came slowly into her cheeks. "Are you sure, Ben, that it's not just because of the accident?"

"The accident has nothing to do with it," he protested. "except that the

"You've been saying that for three months."

"And I suppose I'll continue to say it till I make up my mind to"—

"Be married."

"Oh, no; I've decided upon that."

"You mean you haven't decided on the man you will marry."

To this the only reply was a far-away, dreamy look.

"How many of us are there?"

"How disagreeable of you! You seem to intimate that there are a large number, whereas there are only two."

"That simplifies it immensely. I infer from your putting me off rather than refusing me that I'm one of the two. Now, how would it do to decide between the two by tossing a coin?"

Again that faraway look, then "Suppose you lose?"

"I shall have to bear my disappointment like a man."

A dissatisfied look passed over her face. She was silent.

"What's troubling you?"

"I was thinking of my own disappointment in case the coin fell the wrong way."

"But I thought there was no wrong way for you."

No reply.

"Does the other fellow possess an advantage that has nothing to do with love?"

"No."

"Then, if you can be happy with either of us and can't decide between us, why would you not be satisfied with the decision of a toss?"

"Why, because—how stupid of you—the coin might decide the wrong way."

It was his turn to pause. He was of a scientific turn

of mind and had a fancy for paradoxes, but here was one that baffled him.

"I have it," he said finally. "We'll toss the coin, and if it falls the wrong way you are to have the privilege of deciding the right way."

She neither assented nor dissented, and, taking a quarter from his pocket, he said: "I choose this eminently respectable head with a serious face, a wreath and the motto, 'In God We Trust.' I'm perfectly willing to trust in God."



BROS. CAMPBELL, KIRKHAM AND COPPERSMITH, MEMBERS OF DIV. 494.—Courtesy Bro. I. N. Morrill, 494.

thought of how I might have lost you gave me the courage to speak."

"I think," she smiled faintly, "that we ought to be very grateful to that gas meter. That's how I first met you, you remember."

Coming to a Decision.

(Original.)

"I can't give you any answer today, Charlie."

"You said that just as if you had no confidence whatever in me."

"You, not being able to choose between two lovers, are not to be relied on by either. I having chosen heads, there remains for my rival the spread eagle with an olive branch in one claw and a bundle of arrows in the other, by which he means, 'If you marry me I'll love you; if you don't I'll shoot you.' There's a ribbon in his mouth, which means, 'You shall always be dressed up mighty fine,' or, in other words, 'I'll give you everything you want.'"

"That's just what makes me hesitate. You coolly arrogate everything to yourself. You choose the head and the motto 'In God We Trust,' leaving for—for the other—a spread eagle, as you call it, with your own interpretation of the emblems."

"I'm going to put an end to your hesitation. Up she goes!"

He flipped the coin, and as it came down he put his hand over it.

"Before you know who has won," he said, "I want to know if you intend to abide by the decision."

"I suppose so—that is"—

She got no further. He tried in vain to get a more definite reply. At last he took away his hand and showed the coin—tails up.

"He has won," he said coolly, putting the piece in his pocket. "Permit me to congratulate you."

"On what?"

"On getting a spread-eagle husband who will love you when you are good and stick arrows into you when you are bad, and clothe you with silks or satins."

Her eyes wandered all over the room, lighting nowhere.

"Tell me plainly," he said, "without beating around the bush, are you satisfied or dissatisfied with the result of the toss?"

"I might not be satisfied if—that is"—

She paused and looked out of the window. On her fair young brow were the gentle corrugations of perplexity.

"Well?"

"You seem to be satisfied."

"I? What has that to do with it?"

"If you had shown even a tiny bit of dissatisfaction"—

"You would have been satisfied?"

"You're always misinterpreting what I say. I didn't mean that at all."

"Come; we're making no headway. It was agreed that if the coin fell the wrong way you were to have the privilege of deciding the right way."

"But I told you at first, I can't decide, at least not just now."

"Then I suppose we have spent all this time for nothing. I'm worn out with

trying to bring you to a decision. I'm going away for a long while—a year, two years, five if necessary—to overcome this infatuation for a girl who doesn't know whether she wants me or doesn't want me or wants somebody else or"—

"There's one chance for a decision," she interrupted, "you haven't thought of."

"What's that?"

"You might toss again."

He sent the coin spinning high in the air and without waiting for it to come down took her in his arms.

The next morning her little brother was munching candy. When asked where he got the money to buy it with he said he had found a quarter under the piano.

MABEL B. RICHARDSON.



BROS. REFD, SIOBERG AND KANE, DIV. 494.

—Courtesy Bro. I. N. Morrill, Div. 494.

The Real Man.

BY MARTHA COBB SANFORD.

(Copyright, 1908, by Associated Literary Press.)

Polly was to take part in an amateur play.

"It's such fun," she announced on the evening of the first rehearsal, "to act with real men! At school, you know—well, at school we didn't have any real men."

The "real men" laughed. There were three of them. Two were old friends and admirers of Polly. The third, Bradley Rogers, she approved the moment he was introduced to her.

"Well," asked Polly gayly, looking

over the printed cast in her hand, "which of you is my lover?"

Solemnly, with hands on their hearts, all three bowed.

"You are all very silly," said Polly, blushing. "Now, please be serious. Which of you is to be 'Captain Wheeler, Claire's lover, absent on the field?'" she continued, reading from the play.

"I am cast for that unfortunate part," Bert Crawford answered.

"Unfortunate?" queried Polly, and she raised her pretty eyebrows haughtily.

"Unfortunate," Bert hastened to explain, "because 'absent on the field' for two whole acts, you notice, gives these other fellows too much chance to cut me out."

"Oh," smiled Polly graciously, "then Mr. Marshall and Mr. Rogers are rivals

"Oh, I'll come out strong in the finish," Bert returned confidently, at which Jim shot him a look that escaped Polly's notice. It did not escape Rogers' observation, however, and he smiled at the thought of the fun to come behind the scenes.

"Who's to be my 'girl chum, Natalie?'" asked Polly, again consulting the printed cast.

"Mrs. Rogers," Bert answered. "And she'll be dandy in that part, too. Where is she tonight, Brad?"

"Couldn't come. The baby had the croup or something or other."

Polly wheeled around suddenly on the piano stool and faced Rogers.

"Do you mean to say," she asked accusingly, "that you don't know what's the matter with the baby?"

Rogers, taken by surprise, looked very much embarrassed.

He began to stammer an explanation, but got no farther than "Well, you see, Miss Noyes," when the "prompter" arrived and the reading over of parts and the studying out of stage business began in earnest.

As the rehearsals of the play progressed Polly found them absorbing beyond all her expectations. As it happened, Mrs. Rogers, owing to the baby's illness, had not been able to take the part of Natalie after all, and Elsie Williams, Polly's intimate girl friend, was prevailed upon to try it.

This change in the cast, simple as it seemed, was the cause of other changes far less simple.

For one thing, Bert Crawford, whom Polly had grown through force of habit to regard as one of her most effective satellites, suddenly wavered from his accustomed course and began to revolve at a very dangerous speed around Polly's friend Elsie.

Now, Polly ought not to have resented this, for she knew very well in her heart that she never intended Bert to develop, so far as she was concerned, into anything beyond an obsequious and ornamental attendant. However, since he was her lover in the play, it piqued her not a little to have him constantly missing his cue while making love to Elsie behind the scenes instead.

On one of these embarrassing occasions Jim Marshall came to the rescue with what seemed to him nothing short of an inspiration.



BROTHER SPARROW, HAVING OILED THE MACHINERY, IS LOOKING AFTER THE FIRE, AN ORIGINAL EXPERIENCE.—Courtesy Bro. I. N. Morrill, 494.

for my hand, too—Claire's hand, I mean."

"No; haven't the pleasure," sighed Jim Marshall, "I'm only your brother."

"Never mind, Jim," said Polly comfortably. "I'll be a real sweet sister to you. And what are you, Mr. Rogers?"

"Your father," answered Rogers laconically.

Polly found the admission exceedingly amusing.

"But what possible chance do my father and brother have of cutting you out?" she asked Bert suddenly.

"Oh," explained Bert carelessly, "I meant they'll cut me out with the audience. No chance to win any bouquets and that sort of thing."

"But you'll win me. I mean—what's her name?—Claire."

"See here, Polly," he exclaimed joyfully as Polly, alone in the center of the stage, impatiently waited the dramatic entry of Captain Wheeler after his "absence in the field." "I've got a simply corking idea. Bert and I will change parts. You see, off the stage he's Elsie's lover, and on the stage he's yours. Now, why not fix it as it really is and let me be your lover on the stage as well as off? Don't you think that would work out well? I'd be on hand for this scene, you can bet your life!"

But Polly received his suggestion with anything but enthusiasm.

"Don't be foolish, Jim, and please hunt Captain Wheeler," was all she answered.

Accordingly Bert, alias the missing captain, soon rushed in, and Polly ran to meet him, "falling into his arms with a cry of joy," as the stage directions called for.

"Oh, that will never do at all," complained the prompter. "You don't act as though you were really glad to see him, Miss Noyes. And you don't stay long enough in his arms. You just jump away as if you'd been shot."

Polly made up a comical little face and tried the scene over again.

"No," sighed the prompter. "That wasn't any better. Now, after you've rushed into Captain Wheeler's arms, Miss Noyes, just stay until you're comfortable."

There was a general laugh at this, and then Jim Marshall came forward, as usual, with an original suggestion.

"I don't believe it's all Polly's fault," he said. "Just let me try the scene with her, and then Bert can see how it ought to be done."

But Polly scorned the offer.

"I'll try it with Mr. Rogers," she said archly. "You see, he's perfectly safe."

The shout that went up at Bradley's expense did not daunt him.

"Everything comes to him who is modest," he paraphrased good-naturedly.

So Polly tried the affectionate welcome home scene with Bradley—and a strange thing happened. In each of the many times she had rushed into Bert Crawford's arms she had felt embarrassed and conscious. Her one impulse was to tear herself away again. But when Bradley's arms closed about her she felt a strange thrill of happiness, and as she looked up into his face their glances met in the discovery of an unguessed secret.

"There," exclaimed the delighted prompter, "that's something like! Now try it again with Mr. Crawford, Miss Noyes."

But Polly wouldn't.

"I'm tired of the old scene," she said laughingly, determined that no one should

guess how madly her heart was beating. "I'll do it all right the night of the performance, truly. Now, come on, Mr. Rogers; you're my father again now, you know, and I've got to tease you into letting me marry Captain Wheeler. I'm going to be most irresistibly persuasive tonight—to make up for my failure in the last act," she added gayly.

And she was irresistible. Twice Rogers forgot his cue, so fascinated was he in watching her.

At length came a resting space, and Polly and Rogers found themselves alone in the music-room.

"What did you mean, Miss Noyes,"



BRO. WM. KING, MEMBER DIV. 494.

inquired Bradley half jokingly, half seriously, "by saying I was 'perfectly safe?'"

Polly blushed scarlet, though her tone was admirably nonchalant.

"Why, that you're married, of course."

For a moment Bradley looked absolutely nonplussed; then he burst out laughing.

"Well?" queried Polly, doubting her senses.

"All the world' has evidently become a stage with you, Miss Noyes," he answered, smiling at her amusedly. "Of course as your father in the play I am married, but as your—as Bradley Rogers I'm a single man, on honor."

"Then who are Mrs. Rogers and the baby?" demanded Polly, not yet convinced.

"My sister-in-law and child," Bradley announced. "Surely you didn't think"—
"But I did," broke in Polly. "I thought so all along from the night of the very first rehearsal. If I'd known"—
She broke off suddenly in confusion.

"If you'd known?" repeated Bradley, looking straight into her eyes.

They heard the prompter calling them. "Goodness!" exclaimed Polly, "we're missing our cue. Come on, daddy," she added mischievously.

Polly entered with a flourish, turned toward Bradley, who followed with his hastily assumed old man manner, and held out her arms to him appealingly.

"You will let me marry the man I love, won't you, daddy? Do say yes," she pleaded.

Bradley gave his reluctant paternal consent, and Polly threw her arms about his neck affectionately.

"You dear!" she half sighed, half whispered.

The prompter and the rest of the cast applauded, unaware of the real love scene going on behind the curtain.

"Papa, What Would You Take For Me?"

EUGENE FIELD.

She was ready to sleep, and she lay on my arm.

In her little frilled cap so fine,

With her golden hair falling out at the edge,

Like a circle of noon sunshine;

And I hummed the old tune of "Banbury Cross,"

And "Three Men Who Put Out to Sea,"

When she sleepily said, as she closed her blue eyes,

"Papa, what would you take for me?"

And I answered, "A dollar, dear little heart,"

And she slept, baby weary with play;

But I held her warm in my love-strong arms,

And I rocked her and rocked away.

Oh, the dollar meant all the world to me,

The land, and the sea, and the sky.

The lowest depth of the lowest place,

The highest of all that's high.

All the cities, with streets, and palaces,

With their people, and stores of art,

I would not take for one low soft throbs

Of my little one's loving heart;

Nor all the gold that was ever found

In the busy wealth-finding past,

Would I take for one smile of my darling's face,

Did I know it must be the last.

So, I rocked my baby, and rocked away.

And I felt such a sweet content

For the words of the song expressed more to me

Than they ever before had meant.

And the night crept on, and I slept and dreamed

Of things far too glad some to be,

And I wakened with lips saying close to my ear,

"Papa, what would you take for me?"

Origin of the Suicide Mine.

(Original.)

I had tramped all over Colorado with pick and shovel and hadn't taken out any more paying dirt than would keep body and soul from flying apart. One time I was working a hole by myself and camping alone on Clear creek. I was sitting at night in my tent—I was only staying temporarily—reading some old letters by the light of a candle for the want of something better to pass the time till I turned in, when suddenly I looked up to see the most forlorn face, the most dejected pair of eyes, looking straight at me out of the darkness. I started as though I had seen a ghost. When I determined it was only a man, and an inoffensive man at that, I swore at him for startling me.

"Stranger," he said, "can you lend me something to blow my brains out with?"

"I'll blow 'em out for you," I answered sharply, "if you don't quit looking at me that way."

"I've been prospecting without finding anything till I'm dead tired of the business. I've got a family in the East that's depending on me, and I haven't anything to send 'em. The wife's sick, and they're about to be fired from the hut they're in. Say, stranger, lend me your gun."

"See here, my friend, I'm pretty hard up myself. If I lend you my gun, it will be useless without a cartridge. Now, I don't see any use wasting ammunition that way. Just you wait a minute and I'll think up a way for you to get rid of yourself without costing anything. I have it. You keep right on. D'ye see the north star up there? Well, you follow that star for about a mile and you'll walk off a cliff into an abyss 500 feet deep. There are rocks below—pointed rocks—and they'll make mince-meat of you."

"Much obliged," the strange man answered. "I'll do it. Any way to end this torture. How far did you say it is?"

"Just a mile. You cross a rise in the ground, then walk on a level till you come to a sort of ravine. Cross the ravine, count about a hundred steps, and you'll be right on the brink of the precipice."

"Much obliged to you, stranger. I reckon I'll find it."

"You can't miss it. It extends ten miles to your right and five to your left straight across your path. Keep looking up at the north star, and you won't know when you get to it."

There wasn't any use of his looking up to avoid seeing the gulf, for the divide was high on either hand, shutting

out so much sky that nobody could see two steps ahead. He went on, after thanking me again for putting him on to such an economical way of killing himself, and I started in once more on my letters. I was thinking of getting into my blankets when the fellow came back.

"What's the matter?" I said. "Didn't you come to it?"

"Well, yes," he said. "I came to it all right. I crossed the rise and the ravine, then counted my steps till they numbered ninety-five. Then I thought I'd like to see how near the gulf I was, so I took a match out of my pocket and struck it. There, not ten steps from me, was the great black darkness, and I knew I was right on to it. Somehow it scared me."

"You shouldn't have lit the match," I said. "You should have walked right off the cliff without knowing where you were going to fall. You've spoiled the whole business."

"I reckon I'd rather do the job with a gun. I've got something here that's worth a dozen cartridges." And he handed out a little brown stone.

"What do you mean?" I asked.

"Well, the match I lit shone on something bright. I picked up this stone and saw that the flame was shining on particles of gold."

I moved the stone about in the light of the candle, and it sparkled from various parts.

"See here," I said to the stranger. "You turn in here with me, and tomorrow we'll go down and hunt for more of this. Maybe we can find the place."

"It's right on the edge of the gulf."

"Rats! There isn't any gulf. I knew you wouldn't walk into it anyway. Only lunatics choose horrible deaths, and I saw by your eye that you were not a lunatic. You're only discouraged. The abyss you saw was created by your imagination."

I gave him something to eat and a couple of my blankets. He was tired out and slept soundly till morning, when I put some bacon, hardtack and a tin cup full of coffee into him. When we started toward the gulf. Then we got to the top of the rise I had mentioned we looked across the ravine, and there was nothing but dead level ahead

to the foot of the divide. The man looked at it astonished. We counted ninety-five steps due north from the ravine and began to pick up nuggets.

Well, that's what led up to the discovery of the Suicide mine. The stranger and I have long been pards, and either of us could sell out for a \$1,000,000. He built a fine house and brought his family out to live in it. He took me in and returned the loan of a couple of blankets when he was a would-be suicide with a suite of apartments in his home and an eider-down quilt to cover me nights.

He did more than this. He had a daughter who thought a lot of me, knowing that I'd saved her father, and he gave me her too. All the luck for all of us was started by my reckoning that the man



THE FLAGMAN'S SHANTY. HERE THE MAN WITH AN EMPTY SLEEVE, OR OTHERWISE INCAPACITATED FOR ACTIVE SERVICE, TAKES WHAT HE CAN GET AND GRAVITATES TO THIS KIND OF POSITION.—COURTESY BRO. J. N. MORRILL, DIV. 494.

who wanted to kill himself would shrink from death if I made it frightful enough. SPENCER TROWBRIDGE.

The First Coins.

While the first actual coining of money is attributed to Pheidon, king of Argos, in 895 B.C., it must not be supposed that there had not existed a keen appreciation of the value and uses of money for centuries previous to the introduction of coinage. The ancient Egyptians had a gold and silver standard of currency, and their money was in the form of gold and silver ornaments, rings and nuggets, the purchasing value of which depended on their weight. The Greeks improved somewhat on this

system by first marking the weight on gold and silver nuggets so that it would no longer be necessary to reweigh them every time they were to be used for purposes of exchange or trade. Then came the introduction of gold, silver and copper nuggets of graded uniform sizes and value. The next step was the molding and stamping of disks made from the precious metals. Some of these first coins were enormous, the idea apparently being to discourage the greedy from attempting to accumulate and carry around too many of them. There were copper coins as large as dinner plates. While the idea was based on excellent motives, it had to give way before the demand for smaller and more convenient forms of currency, and the giant pennies soon dwindled in size to meet the popular demand.

Easter Customs.

The custom of egg giving on Easter originated in the early days of Easter and is pretty generally observed in the East, Germany, Switzerland, the Tyrol, and Russia.

In Russia the peasants give red eggs to one another, and the nobility carry golden eggs about with them. In many parts of France the first food eaten on Easter Sunday is an egg. In Spain and other countries Easter eggs are kept from one year to the other in the belief that it prevents mischief from entering into a home.

In the possession of some families of England a festoon of eggs is handed down from one generation to the other as an heirloom; they may be seen about the chimney place. They are added to from year to year, with religious scrupulosity.

A Russian likes to have his Easter eggs bear the words "Christos vokress" (Christ is risen), and whenever he presents an egg to anyone he never fails to repeat these words, in all reverence.

In Hungary the boys sprinkle the girls with rosewater and they in turn are given colored eggs.

Everyone knows that the hot-cross bun is widely eaten not only in England; but in our own country on Good Friday—especially in the eastern cities. The vogue of the bun sprang up in England and was the time-honored indulgence on Good Friday evening after the rigorous fast days.

The belief is wide-spread in England, among many intelligent persons, that hot-cross buns will keep fresh from Good Friday to Good Friday. Many persons go farther, and assert that any sort of

bread baked on Good Friday will retain its freshness indefinitely.

A quaint Easter Sunday superstition is that on that day the sun in rising leaps for joy. The peasants of the country station themselves on the hills before dawn on Easter morning in the hope they will behold the sun dance in order to have good luck follow them through the year.

The first person to salute the Czar on Easter morning with the words, "Christ is risen," must be greeted in turn by a royal kiss, no matter how lowly the person.

Of Such is the Kingdom.

Once there was a bachelor who moved from flat to flat;
Every house had children, and he wouldn't stand for that.

Found one where they weren't allowed—then with rage was torn,

For in the rooms above, one day, there was a baby born!

Moved into another place—then refused to stay,
When he noticed children in the house across the way.

Finally he died, and, as is everybody's fate,
Found himself a-knocking at St. Peter's golden gate;

"Can't come in? Why not?" he asked. Says the Saint, "Oh, dear!

I'm afraid you couldn't stand the way we run things here;

Children, children, all about—no, it isn't fair;
You go to the other place—you'll find no children there!"

—Cleveland Leader.

A Touching Petition.

At the annual meeting of railroad men recently held in Big Spring, Tex., Rev. Geo. B. Stuart delivered the following prayer:

"O Lord, we meet as a body of railroad men, with our wives and daughters, to consult for our interest. We are reminded that life itself is a train, and the road to heaven a railroad; God's truth the rail; God's love the fire, and His promises, the signal lights. O Lord, we recognize Thee as the general manager of our road, the superintendent of our train, and our chief dispatcher. Thou didst survey the right-of-way, and thy Son purchased it with his blood. Thou didst lay the track and ballast the road; thou hast furnished the rolling stock, and art the owner and controller of it all. We look to thee for all our orders, and thou must sign the checks for our daily bread. Be merciful in handling our human mistakes and blunders, and do not discharge thy unworthy servants.

"We are grateful for the Bible, thy book of rules and instructions; be merciful in our examination and look with

charity upon our failures. Thy promises and warnings are our headlights and hand lanterns. Help us to use them that we may save our train from wreck. Deliver us from broken rails, blind switches, false signals and mistaken orders. Be with us on every high bridge of responsibility, on every sharp curve of emergency, and every dark tunnel of trouble let the light of thy promises shine bright. Grant us passes for our wives and children, and let them go with us. When the storms of temptation and trial come, save us from the fatal slide and washout that have wrecked so many trains on the road of life. Let our way, kept secure

dent; sign with joy the pay-roll, receive our wages, and have an eternal lay-off with God and the angels and our beloved ones at home, and we will praise thee forever. Amen."—*Courtesy Bro. E. F. Bowers, Div. 473.*

Meaning of Character.

The reputation of a young man is his character, and by this alone is he judged. A writer thus defines it:

"Character is like an inward and spiritual grace, of which reputation is, or shall be, the outward and visible sign."

Are our young men going along the



SISTERS OF RESCUE DIV. 53, G. I. A., MINNEAPOLIS, MINN.—*Courtesy Bro. I. N. Morrill, Div. 491.*

by thy guardian care, always show the steel rail and rock ballast and be solid and firm and free from obstruction. Deliver us from snares of our enemy. May the headlight of thy truth shine brightly on a thrown switch, false signal or fatal obstruction placed for the wreckage of our train. May our emergency brake of a strong will save us.

"As we make our last run, headed homeward, if it be thy will, order our train on time. Let the light of thy promises burn bright to the last dark tunnel of death, and as we run through it into the grand central station of the skies, may we have the approving smile of the General Manager and Superinten-

lines their parents would have them follow, or will they choose a course which will change their lives, which will damage their reputation, and materially affect their character in the community in which they live?

There is a great deal in the meaning of character. In the community in which a young man lives he forms the habits which will elevate that character, or cause his downfall. As he grows up, those who have known him will take notice of his habits, and in summing them up an estimate will be placed on his character. He can make that character strong or weak. He can become a power or a failure. The instrument for

success is in his own keeping. Will he profit by the teaching of those at home or fall in line with undesirable companions? The highest tribute that a person can ask for is to have the people in the community in which he lives say that he is a good citizen. This combines character and reputation. To be a good citizen, in the full meaning of the word, a young man must be of good habits, strictly honest. With these attributes he is bound to succeed and bring honor to the parents who have taken pride in watching his strides toward the goal of fame.

As he nears manhood and enters upon a business career then he will have the opportunity to judge more fully as to what character means. In the business



BRO. C. M. HARTMAN,
C. M. & St. P., Div. 393,
Kansas City, Mo.

BRO. J. H. BROWN,
Great Western, Div. 502,
K. C. Belt Ry., Kan. City Mo.

world it means success. For a man of good reputation can command a rating that will insure confidence, and this is one of the essentials. Character is his standing. By it he is measured. Without character an education, no matter how thorough, is of little use.

What we need today is more young men of character, young men who are planning for the future and aiming to bring happiness to that father and mother in their old age. No higher ambition can be sought, no greater work undertaken, than that of building up character, and making those self-sacrificing parents happy in feeling that they have reared a son to whom they point with pride.

Boys, when you leave your school, carrying with you a diploma, remember you are about to take the first step in your business career. See that you have a firm foundation, built on ideals, and work to attain all that is good, to the end that you may bring joy and happiness to those who have labored and watched over you. Boys, so live that your character shall be above reproach, that it shall be said by those in the community in which you reside: "He is of sterling character, a man in whom we have confidence. He is our type of a man."—*Fond du Lac Independent*.

Philosophy of Good Clothes.

Besides the sentimental and æsthetic reasons that exist for dressing well it seems there is a scientific one, if we accept the statement of a London medical man that a good suit of clothes acts as a tonic on the mind of the wearer, while the consciousness that one is not at one's best in appearance if wearing shabby or ill-fitting clothes may be reckoned as one of life's real handicaps. In the moral support that smart clothing furnishes he thinks there is a source of mental strength and activity that aids one to center one's thoughts on the things that lead to success in one's trade and profession. To be shockingly attired and to be constantly conscious of the condition leads the mind into worrying ways that dissipate healthy energy.—*Boston Transcript*.

Mr. Harriman on College Men in Railroad Service.

Mr. E. H. Harriman has written to a Yale publication on college training for railway men. He says: "A high school boy is more likely to know arithmetic and to be able to prepare a clear and concise statement. However, in the long run, the college men should pull out ahead, as hard work and continued effort will alone lead to success, while pull can't last." Mr. Harriman said further: "A college education is, in the beginning, a real disadvantage, and I have found that in every case the high school boy does better work than the college man for the first few years. However, as soon as the college man has got back to first principles, he will go ahead much faster than his less educated rival. His mind is, naturally, better developed and more capable of grasping the fine points of the business. On the other hand, the high school boy, being younger, is more adaptable and has not, in most cases, the ir-

regular habits of the college man. No matter how well educated a man may be, he must start in railroading at the very bottom. He has no fixed home; he is like a naval officer, always at sea, and, moreover, he is always working to the limit of his endurance. It is the hardest life I know, and yet one of the most pleasant. It teaches a knowledge of men, and in this way is the best training for any profession. My advice to the college man expecting to enter railroading and hoping to have an easy life is, 'Don't'; but to the man who does not mind the hardest kind of work, who will not quit under early disappointments, and who wishes to have the most interesting sort of a career, 'By all means do.'—*Railway and Engineering Review*.

temper. Every time you become angry you reverse all of the normal mental and physical processes. Everything in you rebels against passion storms; every mental faculty protests against their abuse.

If people only realized what havoc indulgence in hot temper plays in their delicate nervous structure, if they could only see with the physical eyes the damage done, as they can see what follows in the wake of a tornado, they would not dare get angry.

When the brain cells are overheated from a fit of temper their efficiency is seriously impaired if not absolutely ruined. The presence of the anger poison, the shock to the nervous system, is what makes the victim so exhausted



Southern Pacific engines 2342 and 2337. Brooks Locomotive Works, oil burners, cylinders 22 x 28, 200 lbs. steam pressure, climbing a 3.3 per cent grade up the Siskiyou Mountains, Shasta Route, Southern Pacific System. Brothers Vanhorn and Clark engineers, members of Div. 425.

Anger Wrecks the System.

It is well known that a violent fit of temper affects the heart instantly, and psychophysicists have discovered the presence of poison in the blood immediately after such outburst. This explains why we feel so depressed, exhausted, and nervous after any storm of passion—worry, jealousy, or revenge—has swept through the mind. It has left in its wake vicious mental poison and other harmful secretions in the brain and blood.

There is no constitution so strong but it will ultimately succumb to the constant racking and twisting of the nerve centers caused by an uncontrolled

and demoralized after loss of self-control.

One reason why so many people have poor or indifferent health is that the cell life is continually starved and dwarfed by vitiated blood. No one can have abundant, abounding life, a superb vitality, can reach his greatest efficiency, when his mental poisoning process is constantly going on in his nervous system.

The brain and nervous mechanism were intended to run quietly, smoothly, harmoniously, and when so run they are capable of an enormous output in good work and happiness. But like a delicate piece of material, machinery, when over-speeded, or not properly oiled, or when it is run without a balance wheel to

steady its motion, it will very quickly shake itself to pieces.

There is something wrong in the education, the training, of the man who can not control himself, who has to confess that he is a man part of the time only, that the rest of the time he is a brute, that often the beast in him is loose and runs riot in his mental kingdom.

There is virtue in cheerfulness and no matter what else you may accomplish in life, or however rich you may become, if you do not keep sweet, if you allow yourself to sour, become a pessimist, your life will be unproductive and you will be a comparative failure. Resolve that whatever comes, or does not come to you, whether you succeed in your particular undertaking or fail, whether you make money or lose it, you will keep sweet, cheerful, hopeful, helpful, optimistic.

Every day we see pessimistic, doleful people going through the world—people who have ruined their capacity for enjoyment because they allowed their losses, their fears, their failures to take all the sweetness out of their lives. It does not matter so very much, after all, whether you make a fortune or not; but it does matter very much whether you keep sweet, have a clean record and live a balanced life. Some of the greatest men and women in all history were total failures as money makers, but they were notable successes in nobility and balance of character, cleanliness of life, mental poise, stability of purpose and sweetness of disposition.

There is a knack about bearing crosses lightly. It is born of good cheer and good sense and good will. No cross is ever too broad for the back it falls upon. Yet backs do break beneath their burdens. It is because they struggle and rebel and will not adjust themselves. It is because they resist rather than co-operate with the laws of the universe, which distribute joys and sorrows according to rule.—*Beaver Dam (Wis.) Argus.*

A Roundhouse Tale.

"Can you run an engine?" asked Pat, a roundhouse attendant, of the yardmaster.

"No," he answered, "I can not run an engine. Can you?"

"Can Oi run an engine!" sniffed Pat in derision. "If there's anything Oi'd rather do all day long it is to run an engine. Huh, can Oi run an engine!"

"Suppose," suggested the yardmaster, "you get up and run that engine into the house."

"All right, Oi'll do that same," Pat bluffed, and he climbed into the cab,

looked the ground over pretty well, spat on his hands, grabbed the biggest handle and pulled it wide open. Zip, she went into the roundhouse. Pat saw the bumpers ahead, and, guessing what would happen, reversed the lever clear back. Out she went—in again—out again.

Then the yardmaster yelled, "I thought you said you could run an engine!"

But Pat had his answer ready. "Oi had her in three times. Why didn't you shut the door?"—*Exchange Gazette.*

The Empty Chair.

It was a sale of wild animals, and a handsome tiger had just been knocked down to the highest bidder, a stranger.

The late owner of the circus sidled up to him.

"Are you starting a show?" he asked.

"No," was the answer.

"Bought the tiger for someone, I s'pose?"

"Yes, for myself."

The showman glanced reflectively at the tiger and then at its purchaser.

"Now, young man," he said, "you needn't take this tiger if you don't want to. There are plenty here who will take it off your hands. Surely you don't want a brute like that?"

"But I do," said the young man quietly. "You see," he added by way of explanation, "my dear mother-in-law has lived with us for 10 years. A fortnight ago she left us forever, and—and I miss her." He paused to steady his voice. "So I've bought the tiger," he said.

"I understand," said the showman.

"Say no more." And he turned away to hide his emotion.—*London Scraps.*

A Different Brand.

An eminent medical gentleman engaged a nurse, recently graduated, for a case of delirium tremens. The physician succeeded in quieting the patient and left some medicine, instructing the nurse to administer it to him if he "began to see snakes again." At the next call the physician found the patient again raving. To his puzzled inquiry the nurse replied that the man had been going on that way for several hours and that she had not given him any medicine.

"But didn't I tell you to give it to him if he began to see snakes again?" demanded the physician.

"But he didn't see snakes this time," replied the nurse confidently. "He saw red, white and blue turkeys with straw hats on."—*Lippincott's Magazine.*

Suit to Test Time Service Law.

The Atchison, Topeka & Santa Fe R. R. was made defendant in a suit brought by District Attorney Sims for violation of the federal law regulating the time service of train dispatchers January 2. This is the first suit of its kind instituted against a railroad by the Government. Seven violations are charged by the federal authorities, and if the railroad is proven guilty on all the counts a penalty of \$3,500 will be imposed. This case is of unusual interest, owing to it being the first under the law, and as a result necessarily a test in character. The time service law was enacted March 4, 1907, and provides that no railroad company shall

permit a train dispatcher to work more than nine hours out of 24 hours. The charge of the Government is that the Santa Fe has violated the law by allowing a three-hour respite in a 24-hour period. The railroad officials claim that they are not violating the law when an operator has a three-hour rest after working during the morning, and then resumes his work for three hours, making in all a nine-hour shift. The contention of District Attorney Sims is that the law does not permit a broken service. The charges on which the present suit is based are a result of conditions said to exist at Corwith, Ill., the dates of the offenses being given as January 25, 26 and 27.—*Railway and Locomotive Engineering.*



The G. I. A. Divisions of Canada delegated Mrs. J. M. Mains, S. A. G. V. P., of Toronto, to represent them at the funeral of Brother Murdock, member of Div. 404, husband of the Grand President, who presented the above beautiful floral offering.

—Courtesy Mrs. J. M. Mains.



The low building represented in the above picture occupied the lot 128.6 x 79.6 feet at the corner of Ontario st. and St. Clair ave., Cleveland, O., purchased for the erection of the B. of L. E. office building. The building to the right is the Society for Savings, now occupied as Headquarters. Work of removing the buildings was begun March 1st, to be followed by excavations for basement, foundation, and steel structure. Other pictures will follow as progress is made in erecting the structure.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

A Close Call.

I was certain Death stood at my door,
In a dream which I had t'other night,
When my health was exceedingly poor,
As I lay in a terrible fright;
And I asked him for God's sake to pause,
As he lifted his scythe for a blow,
Till I'd try and atone for the laws
Which I broke, ere to judgment I'd go.

'Twas a grin which he gave in reply,
As he said, "That's the way with you all,
There is no person ready to die,
You all plead for more time when I call;
In your health you rushed heedlessly on,
Never pausing to think of your soul,
Till your strength and your courage were gone,
As you neared to life's terminal goal."

I've been rushing for many long years,
Which I had to, or fall on the job;
In my breast was less pleasure than tears,
Well, in fact, a continual sob;
I have struggled both daytime and night,
For the sake of those with me who live,
And for doing some things weren't right,
I know God will in mercy forgive.

On the tangents, on grades, and in cuts,
I have felt all the ills they contained.
We'd be thankful for Laplander's huts,
For a shield, when it snowed or it rained;
And our hard frozen hash we devoured,
To appease the fierce gnawing we felt,
When the tempest ferociously lowered,
And drenched every one to the pelt.

I care nothing for bigots or creeds,
I am broad as a Christian can be;
And when Jove scans my trivial deeds,
Oh, I know He'll show mercy to me.
I have never yet looked at the sun,
Or the moon, or the stars, or the sky,
But I felt when my life's race was run,
Their Creator I'd join when I'd die.

But I'm not yet quite ready to go.

I've a few *paters* and *avers* to say,
Ere you strike me the terrible blow.

Which will tumble my bones in the clay.

"Well, be sure that you say them," said Death,

"There's a God who deals justice to all,

To His throne send your penitent breath,

And be ready the next time I call."

SHANDY MAGUIRE

Effect of the 16-Hour Law.

MOBERLY, MO., March 1, 1903.

EDITOR JOURNAL: I judge by the number and tone of the replies to my letter in the February JOURNAL about the effect of the 16-hour law, that the Brothers think I am a "Missourian" and must needs "be shown."

Since writing the above-mentioned article I have been commended quite frequently by the Brothers in this neck of the woods. However, "In a multitude of counsel there is much wisdom," and it is quite evident that many of our Brothers work under quite different conditions than I do. For instance, Brother Gage, Div. 260, who states their ordinary trips before the law took effect were 20 to 35 hours, whereas they now make them in 12 to 16 hours. Of course, it is easy to see how the law has been a benefit to the Brothers in that instance, and I have little doubt that any Brother, myself included, would not only be willing but glad to tie up after 16 hours when we saw a 25 or 30-hour trip ahead of us; but conditions are evidently not the same all over the country, as such trips very seldom occurred with us out of Moberly, either before or after the enactment of the law. Our time freights average about 7 hours and 30 minutes on the road and dead freight usually about 12 to 14 hours, and the enactment of the law has made little if any change in getting over the road with us. We ordinarily run over two divisions out of Moberly, but when business is good, as it has been of late, run over four divisions, 448 miles—two east to St. Louis and Hannibal and two west to Kansas City and Stanberry, and we have our regular engines, although I ran seven years in the pool on the Southern Pacific, and I must say I for one greatly prefer the regular engine plan to the pool; and for Brother Gage's benefit I will say we too occasionally have more trains than a '68 or a '92" on the Wabash Railroad between Kansas City and St. Louis, and we too are more than willing to rest after 16 hours on duty if it was to be a prolonged trip; but when at the expiration of that time a couple of hours more would put us home, most of us would greatly prefer to go home to tying up on the road.

Brother Gage says, "Our men after being 10 to 16 hours on the road are willing to rest," and the same here, Brother Gage. The human family, I opine, is not so different whether we live in Ohio, Missouri, Pennsylvania or Colorado. But Brother Gage, Member of Div. 717, Engineer, Leadville, Colo., if after an 8 or 9-hour trip your engine were used in say 7 hours would it not make you rather sore if you could not go with her and had to wait anywhere from two to five days for her to return, with perhaps a good-sized family to take care of and the hundred and one things cropping up for which we are oftentimes in urgent need of money?

I have been in locomotive service as fireman and engineer 24 years and in that time have met but few enginemen indeed whose pockets were lined with gold, in spite of the glowing accounts we sometimes hear of the "enormous pay" we make; and I quite agree with Brother Gage that if we make this big pay we must be up and doing all the time; and, by the way, when the law takes us off our engine two and three times each month and sometimes worse than that, and our engines go out and make one to three turn-around trips while we wait, with what patience we can muster up at home for her, I think you can imagine the usual size of our check, also the usual state of our feelings. I quite agree with the latter part of "Pop Dennison's Opinion," as written by Jason Kelly, on page 215 of the March JOURNAL.

The Brother from New Castle, Pa., Div. 565, either doesn't understand the law or we do not here. We understand that if we are on duty 15 hours and 55 minutes (or less than 16 hours) we must take 8 hours' rest; but if we are on duty 16 hours we must take 10 hours' rest. So, as the law now is, five minutes longer on duty compels us to take two hours' more rest, which in many cases forces us to lose a trip.

Of course, it is evident to any reasonable person that a line must be drawn, but is it not too close in this case? I do not think our officials try to make any unnecessary hardships on us here, not as a rule, anyway. Now, with us if we come in on a time freight run and make the trip in say 7 hours we figure that we have 9 hours left out of the 16 hours to work. As we understand it, we are eligible to work 16 hours out of 24. Well, perhaps our engine will stand for another time freight run scheduled for 8 hours on the road—we are eligible to go on this run, but if, on the other hand, our engine lays in 7 hours and 30 minutes and stands for a dead freight, or time freight either, for that matter, scheduled at 9 hours and

30 minutes on the division, we are taken off our engine because, first, our time by law lacked 30 minutes of giving us a fresh start of 16 hours or less, and second, because the schedule of the train, added to our last running time on the road, exceeded 16 hours by 30 minutes, making it evident we would be tied up by the law before we arrived at our next terminal; and oftentimes our previous trip was made in the early part of the night, so that we have had the best part of the night's sleep and a nice daylight run ahead of us. But, perhaps, as Brother Gage says, the law could not be framed to suit all; but, Brothers, don't you think this law could be amended to suit many more than it does at present? I take exception to Brother Gage's statement that "it only hurts a few employed on branches and small roads."

Another thing I have noticed under the working of the law is that we get a great deal *more* lay-over away from home and much *less* at home than formerly, which of course is caused by not carrying any extra list at other than home terminals, and the officials have to be sure to get the men in the terminals in sufficient time to give them 8 hours before using them, if possible.

Brother —, member of Div. 717, evidently misunderstands me when he quotes me as saying we must have 8 hours' rest at end of each trip; but I would be pleased to have him instruct how to get 8 hours' rest, attend Division meetings, etc., when we are fortunate to remain in our home terminal 8 to 10 hours at longest, unless we are taken off by the law. He asks how I expect the extra man to live if I follow my engine every trip? Will say, as a rule, the extra men at Moberly make very nearly as much as the regular men and sometimes more, and I fought the extra board more than four years out of San Antonio, Tex., with the S. P. Co. and have since fought it on two other roads and have never observed anyone losing much sleep, or time either, for the benefit of the extra men, although I must admit that his stand in the matter is a commendable one.

I wonder if "Engineer," at Leadville, Colo., is in main-line service or on a branch, where the working of the law never catches him? I judge the latter, but perhaps I am mistaken.

Again, on the various roads that I have been employed on as engineer we have had contracts that had a rest article in them which gave us all the protection we seemed to require—on the roads I refer to at least.

In conclusion, I wish to answer Bro.

Buster Brown, Div. 276. First, Brother Brown, when in Rome we usually do as Romans do; hence, I cannot run any other but my regularly assigned engine while she is in service. Second, we have no guarantee of certain number of miles or days per month; don't need any, as we always make all we care to except in cases such as above set forth, and a contract such as he suggests, if it could be gotten, might not help us, excepting it would possibly result in pooling the engines, and a referendum vote has shown we do not wish them pooled.

I am pleased to note the interest displayed by my Brothers through the columns of our JOURNAL on this question, even though I do appear to have the worst of the argument at present. It is quite the fad nowadays to make suggestions to the other fellow about how he might run his business, etc., but alas! not always so easy to carry out these well-meant suggestions. However, two heads are always better than one, and the majority will rule and the balance of us will have to grin and say we like it, I guess. Fraternally yours,

W. C. PARSONS, Div. 88.

Drifting.

Compared to those of 30 years ago the railroad man of today, either individually or as a class, shows a marked difference. That he has improved in some respects would be but reasonable to expect. The influences surrounding him during those years, among which that of the B. of L. E. and wise railroad management stand out most prominently, have shaped his character as the potter shapes his clay, and if he compares favorably with his Brother of earlier days in a general way he should not be so foolish as to claim any great amount of credit for the improvement. There is really very little due him. Those most likely to regard themselves as self-made men and take unto themselves great credit for the job are, as a rule, the very fellows who contributed least to their own betterment, but were carried along by a current, the force and direction of which were the result of the energy and intelligence of others.

In the early days train and enginemen mixed well. The difference of position cut no apparent figure in their social relation to each other. Today it is not so. There are of course reasons for this change, but none to justify its existence either as a social or business policy.

That a universal feeling of good fellowship prevailed among us in the early days was likely due to the fact of our being more dependent on each other in

the matter of train handling. There was a more equal sharing of responsibility then. In the days of the hand-brake a brakeman was a brakeman in the fullest meaning of the name. Since the general adoption of the air-brake and automatic couplers, much of the glory, as well as the hazard of his occupation, has departed, together with his importance as a factor in train movement.

Yes, in the old days we used to rely much on the skill and judgment of the brakeman. We expected service from him that today would seem beyond reason, but they as a rule took pride in their work, enjoyed a degree of prestige to which they were honestly entitled, and socially were about on a level with the rest of the crew.

The matter of age, occupation, or wages cut no figure in this old-fashioned democracy. The youth of 21 might be found playing seven-up or auction pitch with a veteran of 60. Not that age and experience were not shown proper deference at all times, for the veteran was as proud to be one of the boys as the youth to be considered an old-timer.

There was, of course, much drinking done; more than would be considered good form now. An occasional spree was by many deemed not only proper but necessary to the fullest enjoyment of life, and occasions for liberal indulgence were frequent.

The man whose engine "came out of the shop" set it up for the boys; weddings or christenings were, as a rule, equally fruitful; while a promotion was sometimes the occasion of a blowout that would put all the participants out of business if it took place today.

This state of affairs could not last always. It was not in harmony with the drift of public sentiment nor fraternal progress. When the magic force of organization first began to show its wonderful influence for good, and the members of each branch of the service were just beginning to awaken to its possibilities, enginemen and trainmen were seen less frequently together. Men of each particular class were flocking more with their kind, the better to promote their interests.

Social ties between the different classes of railroad men grew weaker as the spirit of independence gained in strength, and while the progress of each in a business sense was all that could be desired, it was gained at a cost of social intercourse that was a decided influence for good, and the pity is that we have gone so far toward the other extreme.

Not only is it true regarding the attitude of the members of the different Orders toward each other, but in these

degenerate days of peace there is an abnormal growth of individual independence among our own members that is not in harmony with the tenets or traditions of the B. of L. E., a condition that is wholly unwarranted when viewed from any possible angle.

It is simply a case of human nature asserting itself again; breaking through the fraternal bonds as it were; drifting back to a condition that is yet fresh in the minds of many of the older members, when it was every man for himself. But even then there prevailed a ruggedness of character that was a marked feature in railroad men of those days, which when coupled with a general spirit of goodfellowship, did much to promote fair play.

We organized to protect ourselves against the fellow who didn't believe in fair play and later we admitted him to membership, and we have him with us yet. He is chafing today under the restraint of the senior rule, and in these listless days of peace we are breeding a sort of aristocracy among us that tends to increase rather than allay this feeling of unrest. Outside influences are also doing all in their power to fan the flame of discontent.

When the passenger man, through pride of position, assumes superior airs, as he too frequently does, he is casting a social mildew on the fraternal bonds that bind him to his fellows which certainly does not strengthen them; and while he may feed his pride with the delusion that he is holding his position purely on merit, independent of anything else, he is but deceiving himself.

What we need above all things is some excuse for getting together oftener. Nothing dispels the delusions of self-importance from the mind of our inflated Brother like frequent contact with his fellows, where he can occasionally measure up with them. Thus, he is forcibly impressed with a pretty true gauge of his weight which while it may not always be flattering, will be beneficial to him, and will make him and others he meets better Brotherhood men and strengthen the fraternal bond.

There was no lack of sociability in the old days. Perhaps we were at times too sociable. Meeting places were certainly more numerous then. That was before the temperance wave closed many.

While we do not deplore the change, it must be admitted that the democratic spirit that prevailed in the early days was essential to the upbuilding of all the railroad Brotherhoods, and its very evident decline in later days, if not really cause for alarm, is at least occasion for regret.

JASON KELLY.

Thankful That We Have the 16-Hour Law.

CARNEGIE, PA., Feb. 10, 1909.

EDITOR JOURNAL: After reading the discussion of the 16-hour law in the February JOURNAL, I could not suppress my desire to express my opinion of this law as I see it.

I feel certain that the Brother from Div. 86 has at some time seen points in this law that he could not help but admire. Though it may discomfort a few, it is a blessing to thousands and in my opinion it is the best law ever enacted for enginemen and the traveling public, and I hope the time may not be far distant when wise legislation will reduce the hours to 12 instead of 16.

While I admit this law does not make it quite as pleasant for some of the Brothers in passenger and fast freight service, yet these are in the minority to the numbers in slow freight service who are benefited by this law. Those who have had the pleasure of fighting one of the latest type of battleships with an almost endless string of ironsides hooked on to it which were figured in tons or units against a pencil rating of tractive power of the battleship, you know what it means to have the engine dispatcher volunteer this information: "You will have to double back, as we haven't got a man!" after having been on duty from 18 to 36 hours, compelled to repeat this without rest. Was it not beyond the endurance of human nature? Was this man fit to assume the responsibilities? Does not the Brother feel more at ease when he leads out a high-stepper preparatory to coupling on to the Limited or Stock Express, knowing that the trains on the road are not manned by men who are fighting the demands of nature for rest, but men who have had their rest and can be depended on to be on the alert and have a clear track for you or give you timely warning of any obstruction?

I claim the question of sufficient rest was not a safe one to leave to the judgment of the men, as they would oftentimes overrate themselves, just the same as the engines are oftentimes overrated. I have done this very thing with no serious result (thanks to Dame Fortune), but I know others have done the same who were less fortunate.

How often, when a Brother has gotten in trouble and could picture himself in the Old Man's office, that individual saying, "I will have to give you 60 days, or several dozen demerits," or perhaps worse yet, "Have no further use for your service," did that little fellow that often talks to us when we are sad and blue say this

would not have happened if you had not doubled this trip, you overrated yourself and could not stand up under it.

Thanks to wise legislation, these are things of the past, and it is our own fault if we do not have sufficient rest to enable us to discharge our duties with full control of our mental faculties.

In the words of Brother Parsons I say, "Oh, blessed law!" That you have compelled us all to take, the corporations to give us, sufficient rest, that we may discharge our duties with our best ability, thereby assuring greater safety to our fellow employees, the traveling public, the property of our employers and ourselves.

V., Div. 416.

One of the Original B. of L. E. Engineers.

The passing of Bro. John McCurdy removes the last one remaining of those named by W. D. Robinson as the active participants in the original movement toward an organization. In a letter to the JOURNAL dated April 28, 1890, Brother Robinson, in reply to the question, "Who were most active in the movement?" named George Watrous, John McCurdy, Henry Hall, John Brown, Tom Nixon, Tommy Haywood, J. C. Thompson, Henry Lathrop, Tom Faulkner, Sam Keith, Lineus Keith, Sam Hill, George Q. Adams, O. Baker, engineers; and I. E. Winnie and Harry Effner, firemen.

These selected W. D. Robinson to represent them at Detroit when the 12 perfected the organization, the nucleus of the great Order of today.

Bro. Thomas J. Van Wormer, we believe, is the only one left who was active in the work of inducing men to join the movement, which culminated in the organization of the Brotherhood of the Footboard.

Brother McCurdy became a charter member of Div. 2, when organized in Marshall, Mich., and served as Second Assistant Engineer. The Division was moved to Jackson in 1872, in which he retained his membership all his life.

He began service on the Michigan Central Railroad on April 1, 1848, when Michigan was comparatively a wilderness, railroads built with strap rail, when night trains and headlights, time-card and telegraph were unknown, but when railroad officials assumed unbounded rights, conceding none to the employee, favoritism the rule regardless of merit. Hence Brother McCurdy and his associates joined hands and hearts in organizing so that they might command the respect and natural rights that belonged to those who serve as well as those who employ.

Hence he saw the wonderful progress of railroad building and equipment from the small beginning, and was at the throttle of the locomotive drawing the few small cars at a snail's pace on strap rail to the finished roadbed and luxurious trains of the present, heated with steam and lighted by electricity, with all movements controlled by the engineer. Such was Brother McCurdy's position until 1902, when he was retired on pension. It is estimated that he had made nearly 20,000 trips over the road, and had hauled over 4,000,000 passengers without a serious accident. He saw 79 years, which covers almost the entire construc-



BRO. JOHN M'CURDY.

tion period of the railroads of the United States. As one of the original pioneers in organizing the Brotherhood of the Footboard, he saw and was part of the organization that has grown from the few sturdy organizers to its present greatness, and saw the benefits of the early work as they accrued, surpassing his highest anticipations; and when the history of the B. of L. E. is written John McCurdy's name will be linked with his immediate associates—1861 to 1863—as they stood together for manhood and the right and evolved the great institution destined to outlive them all; and to do beneficent work for its members beyond the conception of these

pioneer organizers, and each age will add greater laurels to the name of John McCurdy, and the pioneers of the B. of L. E.
EDITOR.

Bro. J. H. Sanborn—Began Railroading '53.

The first engineer who ran an engine in sight of the Mississippi River, the subject of this sketch, Mr. John H. Sanborn, was born in New York in 1834; moved with his parents to Chicago in 1846. He started firing on the Galena & Chicago Union in 1853; was promoted in 1854 and was sent to the "front" in charge of the construction engine which built the road from Sterling to Fulton, Ill., on the border of the Mississippi, which is now part of the Galena Division



BRO. JOHN H. SANBORN, DIV. 96.

of the C. & N. W. Ry., which gives him the distinction of being the first man to run a locomotive in sight of the Mississippi River.

He lost out in the strike of Division No. 6 in 1864; he was then on the Freeport passenger. This was among the first railroad strikes in the U. S. He then went to the Racine & Mississippi Ry., which is now part of the C. M. & St. P. Ry., but remained there but a short time, when he went on the Chicago & Milwaukee Ry., now the Milwaukee Division of the C. & N. W. Ry. From this he was promoted to the position of master mechanic of the Wisconsin Division, which position he held eight years, leaving it to take charge of the West

Side Pumping Station of the city of Chicago.

Mr. Sanborn organized old Div. 6 of the B. of L. E., which is now Div. 96, and is a past Chief Engineer. He is well known in Masonic circles in Chicago, being past eminent commander of Chicago Commandery, Knights Templars.

Mr. and Mrs. Sanborn celebrated their golden wedding anniversary four years ago and at the present time are both in the best of health, residing at 2656 Washington Boulevard, Chicago.

16-Hour Law Detrimental to Many.

SUNBURY, PA., March 4, 1909.

EDITOR JOURNAL: As you invite the opponents of the 16-hour law to express their opinions in regard to the effects of this law, and being one of the many adversely affected by it, I take the stand with Brother Parsons in declaring its inefficiency as a measure for the relief of the men engaged in railroad service and also in safeguarding the interests of the traveling public. I think it falls short of its purpose of safety to the public in many instances owing to the fact that the men are compelled to spend their period of rest in cabooses where little real rest is obtained and are started on their return trip less fitted for their duties than when they arrived. I admit that it is of material benefit to some, but to a great many it is decidedly detrimental.

The law does not conform to the varied conditions met with on all roads. Its successful operation depends very much on whether or not the division is long, single or double track, conditions favorable for slow and heavy trains, and whether the officials are disposed to use the law to the advantage of their employees or against them. This law permits of its application in a way that causes a great deal of discomfort and inconvenience by officials who feel inclined to be indifferent to the interests and desires of their employees. It is a tool in their hands whereby on some divisions conditions are created which place the men under conditions little short of slavery.

Could not the ends sought for by this law have been attained with satisfaction to a greater number without anyone sacrificing anything by agreements with the railroad officials for a specified number of hours' rest at the end of an unusually long trip, allowing each division to adjust matters to meet the requirements of their conditions of service, instead of having a general law passed to benefit 75 per cent of the men, compelling 25 per cent of the men to accept conditions as they find them?

I think a better example of the unadaptability of the 16-hour law to meet the varied conditions met with than the division on which I happen to be employed could not be found. This division consists of 54 miles of nearly all single track. The freight is chiefly soft coal and coke east and hard coal west, which means feast or famine as some express it, as the demand for these commodities fluctuates.

Prior to the date this law went into effect we were allowed a day and overtime for a return trip, which consumed from 12 to 48 hours. At the end of a trip we were allowed 8 or 10 hours' rest if we so desired. When business was good we could make all the time we were able or desired and had the satisfaction of feeling that with a few months of regular work we could pay up a surplus to aid in lightening our financial responsibilities during the inevitable dull season. Now we cannot make more than day for day at the best, which may be four or five months in a year with half time or less the balance of the year, which gives us an average of about 17 or 18 days for the year.

The dull season we always had to contend with, but this law makes it all the more difficult for the officials to regulate the number of crews during dull seasons, as they are inclined to retain enough crews to handle a sudden increase in business which may or may not materialize, but they are not going to run any chances, as they cannot depend on doubling up the men in case of emergency as formerly.

From the railroad's standpoint for the future, consider what class of men they will be able to secure to recruit their forces on these branch roads when they have little inducement to offer in the way of remuneration or advancement. How any young man of even fair ability and intelligence, with ambition to succeed, can be induced to accept a position as brakeman or fireman on an average of \$40 or \$50 a month and spend the greater part of his time away from home, is beyond my comprehension.

We are not all as fortunate as Brother Gage, where the company has met the conditions favorable to the men, perhaps only because it did not suit to comply with the law in any other way. Our officials claim that we are always on duty, but consent to pay us only when we work, so the 16-hour law simply means that we are cut off 8 hours without pay each trip, and our trips lengthened to that extent.

There is a general belief among the men here that this law is of short existence, and I venture the assertion that its re-

peal would be hailed with almost unanimous approval by the members of the Division of which I have the honor to claim membership.

Fraternally yours,
MEMBER DIV. 250.

16-Hour Law Just What Was Needed.

TRINIDAD, COLO., Feb. 12, 1909.

EDITOR JOURNAL: Just a few lines in our JOURNAL about the 16-hour law which we think is just what the doctor ordered. We know this law cannot please all men with good runs, but it can please men that have to put from 20 to 30 hours in on the road. We all remember how we felt before this law was enacted when we had been on duty about 24 hours and the conductor would show a message to pick up the south loads at B and set them on the transfer at C and switch out some system box-cars at D and switch out system coal-cars at E, and switch the transfer at F, and make you about 30 hours on duty. You send a message to your superintendent that you are worn out and you would like to leave some of this work, for you have been on duty so long you are not able to do it. It is about 8 a. m. and the superintendent may not be in his office or he may be out of the city. We have had a dispatcher that has had all night sleep, a nice warm breakfast, and probably you have not had a warm meal for 15 hours. Maybe the last thing you had to eat was what you had eaten out of your nose-bag or, in other words, your lunch bucket. Well, maybe you and this dispatcher are on the outs. Probably you did not make a good run for him to help him cover up some delay he had made. Well, this dispatcher wants to get back at you, so here is a nice short message over the superintendent's signature, although your superintendent may not be in the city: "Do as instructed."

Now, what are you going to do if you do not do as instructed? You are surely going to get something you do not want for insubordination, and what has your committee got to work on? You may get home in large chunks after you have had this nice trip.

Your wife must share in your troubles too, in waiting for you, not knowing when you would get in, but she has been expecting you in at any time, and she is trying to keep something good for you, but it has been cooked so long that it is not good enough, for you have had all that kind of cold grub you want, and you are cross—not just cross at her—but you have had a 40-hour trip and you are cross

at the 30-hour trip, but poor wife must hear the cross words.

I say God bless the 16-hour law, and I am in hopes I will live to see it 12 hours' rest instead of 10 hours' rest.

Fraternally yours,
J. A. LACKEY, Div. 430.

Bro. Wm. Gloyd, Charter Member Div. 255.

Bro. William Gloyd was the first member initiated in Division 255, Dennison, Ohio, after it was organized in July, 1884. He was admitted in October, 1884. He is, therefore, the oldest member in our Division in point of membership outside of the original nine charter members, of whom Bro. John Carmody,



BRO. WM. GLOYD, DIV. 255.

of Cadiz, Ohio, is the only one remaining.

The picture represents Brother Gloyd in his palmy days when all the world was bright and never a thought of care; yet, the 25 years which have elapsed have made but little change in his pleasant countenance and cheerful disposition. While today he has a big family of grown-up boys and girls, yet "Bill Gloyd" is always a happy addition to any crowd of the boys on all occasions, as he is known to be ever ready with a good story to help while away a leisure hour.

Brother Gloyd served Division 255 faithfully for a number of years as their F. A. E., and did much good work to help build up the Division during its early history. He ran a freight engine for a

number of years between Dennison and Columbus, but was transferred to the Pittsburg division when promoted to a passenger engineer, and now pulls one of the best trains between Dennison and Pittsburg, and enjoys the distinction of being one of our smoothest runners and most careful engineers. He can drive one of our big E 2 engines with equal skill as the class X which he is shown driving in the picture.

So, here is wishing you good luck, my old friend Bill! May your heart never grow older than the day this picture was taken—in days of Auld Lang Syne.

Fraternally yours,
OLD COMRADE.

16-Hour Law Advantage to Men Generally.

LITTLE ROCK, ARK., Feb. 14, 1909.

EDITOR JOURNAL: The law is an advantage to the men in general, as well as the railroad company. You will find on close observation that there is a greater effort put forth by the local officials, as well as the men in train service, to get trains over the road where business is congested than there was before the 16-hour law was in force, so that the men are benefited as well as the company in this instance; and if it is necessary to tie up before you get to your terminal point for 8 hours you are both winners again, if by that rest your wife is spared her husband and your children their father, and the company the damages which result from a head-end collision. I would say bless the Congress that passes the law whereby an engineer will not find it necessary to put his face out in the snow and sleet in order to stay awake from long hours of service.

Ah! Brother, if but one accident is saved with such results as has occurred on the Wabash Railway through the 16-hour law I would say we had been repaid for what time we might lose on account of such a law.

I find in time gone by an accident occurred on the Wabash out of Moberly, where a Brother went to sleep after sounding his whistle for a station where he had a meet order, which resulted in the death of another Brother.

I think the widow of the dead Brother would be thankful had there been a law which would have compelled men to be out of service 8 hours out of 24 at that time.

I say bless the law that gives us freedom for 8 hours out of 24 hours and insures our safety as well as the safety of the public and the property of the company.

The number of accidents which are

laid at our doors are decreasing in number, and to further eliminate them, I say let the law stand and we will prove to the world that the engineers are not a dissipating class of men, as is stated by Dr. Corwin; but, rather, that we are a class of men of average intelligence and whose experience is not equal in any other branch of service; and the accidents which are caused by the engineers were more on account of overwork than carelessness.

The trouble is not the law, but I rather think it is your business conditions on the Wabash.

We are called on our rest at each end of the road and we have regular engines. We run on two districts and we never lose our engine while we are getting rest, as we claim our turn regardless of engine; but the company arranges for us to get our rest and not pool engines by having enough extra engines as well as extra men to use in case of emergency.

So, I do not think our wages are reduced by the law, as applied to all men, but am thankful for the rest and a chance to help the other Brother who has a home the same as myself.

Fraternally,
BEN D. KELLOGG, Div. 182.

Thinks 16-Hour Law Bad.

MADISON, WIS., March 3, 1909.

EDITOR JOURNAL: In reading articles regarding the 16-hour law I have noticed nothing from any of the St. Paul men. We had no trouble getting a reasonable amount of rest at the end of each trip before the 16-hour law was thought of. Right after it went into effect we would often lay over at N. McGregor, Iowa, 24 hours; be 8 or 9 hours returning to Madison, where we all live, and get dragged for rest.

The Augusta Brother asked if the extra man had a right to live. He also seemed to live before the 16-hour law went into effect.

We have several old men in passenger service who claim to have been through the mill with no state law to give them their rest or get them over the road; yet, they seem hale and hearty and good for a great many years yet. Our schedule calls for 30 days per month, but it is impracticable to make that amount of time in the change gang when business is good on account of being taken off for rest, and company refuses to pool the engines.

I consider the 16-hour law a bad deal.

Fraternally yours,
A. M. ROGERS, Div. 73.

Bro. Wm. Bufflap, Div. 412, 1857-1909.

Bro. William D. Bufflap, born year 1840, February 6, in Little York, Pa. Started railroading in the year 1857 as water-boy for the Northern Central road, up to the year 1860; then I started to work for the Philadelphia & Reading Railway as wiper. I then started firing in the year 1861, and fired till 1865. In September I started to run an engine in the year 1865. I joined Div. 75 in Reading, Pa., March 10, 1867. I ran till the 14th day of April, 1877, then I got off on account of either having to renounce the Brotherhood or renounce my job, so I renounced my job



BRO. WM. D. BUFFLAP AND DAUGHTER.

and stayed with the Brotherhood. Then I came out West and got a job on the Atchison, Chicago & Transfer, and I ran six years and six months. Then in the fall of 1883 I changed my job to come to Leavenworth, Kans., to accept a position on the Union Pacific and have been here ever since.

My experience in railroading is 44 years as an engineer, and I am 42 years with the Brotherhood. I withdrew from Div. 75 when I was out West and went into Div. 412. I will be 68 years of age February 6, 1909.

This is the photo of my baby daughter, Annetta, the only one out of eight children born West, and she is considered the prettiest brunette of this city. She has won several medals for P. H. Bauer,

the photographer, posing for him, as he is known all over the State for his fine work.

B. D. B.

The Greatest Good to the Greatest Number.

ERIE, PA., Feb. 18, 1909.

EDITOR JOURNAL: I notice the discussion of the 16-hour law in the February JOURNAL entitled, "Effect of the 16-Hour Law." Now, in my opinion, this law does what it is intended to do, that is, the greatest good to the greatest number. After reading the Brother's article I have come to the conclusion that he has not received the "bumps" that some of us have in the way of long hours and cold lunches. I have seen the time when I would give a dollar an hour for sleep, had I the money. It is evident the Brother does not run in a pool.

Now I have in mind instances where this law has done untold good, when a Brother came in after a hard, long trip, and was called to go out again immediately after a square meal. He refused because he needed rest, and for refusing duty was suspended two weeks. Shortly after he had the same condition to face, and was called again and again; he objected, and was told he would get the same dose. He had a family and was paying for a home and couldn't afford another suspension; went out, fell asleep, sideswiped a train, and was discharged; which he would not have been had the 16-hour law been in effect at that time.

I am glad to say not all officials are like the ones under whom he worked. On a certain 100-mile division of road the men on the engine would be from 25 to 30 hours making a trip one way; usually longer. Sometimes stand first out, and went if the company had one of their engines ready, regardless of whether the men had rest or not.

These men carried cooking utensils—frying-pans, coffee pots, etc., and looked more like hoboes than locomotive engineers, and scarcely knew their families.

It is needless to say the law has changed the condition of these men. In many places it has shortened the miles, lightened the trains and bettered the condition of both men and company for whom they worked.

The through freight men have been able to make good time, as high as 36 days per month. The men are in a pool, as are the engines, which is satisfactory

to them and, best of all, they get their rest, and that is something you have to give a mule or the humane agent will have you arrested and fined.

In conclusion, would say I don't think the Brother would have much trouble in adjusting his position so he would make at least every day.

Faternally yours,

S. H. FLETCHER, F. A. E. Div. 298.

Railroad Employees' Home.

HIGHLAND PARK, ILL., March 1, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for February, 1909:

FROM B. OF L. E. DIVISIONS.			
Div.	Amt.	Div.	Amt.
4.....	\$ 10 00	97.....	\$ 12 00
9.....	12 00	153.....	12 00
37.....	5 00	264.....	15 00
46.....	12 00	281.....	12 00
69.....	6 00	562.....	4 75
72.....	12 00	642.....	10 00
81.....	12 00	739.....	5 00
Total.....			\$139 75

FROM G. I. A. DIVISIONS.			
Div.	Amt.	Div.	Amt.
53.....	\$ 5 00	315.....	\$ 5 00
121.....	5 00	331.....	5 00
227.....	5 00		
Total.....			\$ 25 00

SUMMARY.

O. R. C. Divisions.....	\$ 83 00
B. of R. T. Lodges.....	181 50
B. of L. E. Divisions.....	139 75
B. of L. F. & E. Lodges.....	31 00
L. of A. C. Divisions.....	16 00
L. of A. T. Lodges.....	16 80
G. I. A. Divisions.....	25 00
L. S. to B. of L. F. & E. Lodges.....	13 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
Mary Cusack, Toronto, Can.....	1 00
Members of Div. 638, B. of R. T.....	3 50
Members of Div. 649, B. of L. E.....	7 15
Station Div. 23, C. & N. W. conductor's room.....	3 10
Willard R. Lincoln, Div. 200, B. of L. E.....	1 50
C. A. Sehl, Div. 575, B. of R. T.....	1 00
L. E. Watkins, Div. 89, B. of R. T.....	75
W. F. Conor, Div. 228, B. of R. T.....	25
E. Stevenson, Div. 214, B. of L. F. & E.....	25
Total.....	\$ 527 55

MISCELLANEOUS.

One quilt from Div. 43, G. I. A.
Box canned fruit and two quilts from Div. 839,
L. A. T.

One quilt from Div. 333, G. I. A.

Respectfully submitted,

JOHN O'KEEFE, Sec. & Treas.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 1611 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 941 Morse avenue, North Side, Chicago, Ill.

Greeting—The Spring.

Showers of silver are fleeting
Where sunbeams pursue,
While almond's pale petals the beating
Of March winds yet rue.

Narcissus is standing sedately
By river and rill,
Where daffodils court'sied so lately
To blasts from the hill.

The woodlands with fragrance and swelling
Of green buds are rife,
Where Nature is jocund, reveling
In fullness of life.

Then over the beauty and brightness
Sweeps now and again
The sudden, swift silvery lightness
Of April's sweet rain.

Oh, gladness of bounteous nature,
The heart would outsing
The birds who, in jubilant rapture,
Are greeting the Spring.

HELEN M. BURNSIDE

A Perfect Home.

The most perfect home I ever saw was a little house in which there were no costly things. But the mother was a creator of home. Her relation with her children was the most beautiful I have ever seen. Even a dull and commonplace man was lifted up and enabled to do good work for souls by the atmosphere which this woman created. Every inmate of her house involuntarily looked into her face for the key-note of the day, and it always rang clear.

From the rosebud or clover leaf which, in spite of her hard housework, she always found time to put by our plates at breakfast, down to the essay or story she had on hand, to be read or discussed in the evening, there was no intermission of her influence. She has always been, and always will be, my ideal of a mother, wife, home-maker. It is more than 20 years since I crossed her threshold. I do not know whether she is living or not.

But as I see house after house in which fathers and mothers and children are dragging out their lives in a haphazard alternation of listless routine and unpleasant collision, I always think, with a sigh, of that poor little cottage by the seashore, and of the woman who was "the light thereof," and I find in the faces of many men and children, as plainly written and as sad to see as in the newspaper columns, "Wanted—a home."

Our Boys.

Thanks to the friend who has remembered "Norah" through years of silence. It will please this friend to know that "Norah" still lives and is as much interested in the subject of "boys" as she ever was, and while her own dear boys have grown to manhood, left the home nest and now have boys of their own, her heart remains young and her interest never flags for these boys of her boys.

Oh that these same boys may carry with them some of the hopefulness and cheerfulness of boyhood when they have passed beyond its bounds; then the trials of life that are bound to come with the

passing years will be more easily borne.

Then they would always be boys. There are more "old boys" in the world than many of us suppose. They may bend under the weight of years, their hair may be gray and their eyes dimmed, but youthfulness of heart is there still.

They often talk of the days when they were boys and live their school life over again.

Nothing worse can befall a youth than to lose the spirit of boyhood, to become an old man while still in his teens, and to cast behind him every thought of the sunny land which he has left.

There is nothing which delights me more than to see an "old boy" at a circus, laughing at the antics of the clown and enjoying jokes that he heard years ago, or watching a Punch and Judy show interested in Punch's rascally tricks, or worked up to a pitch of excitement over a baseball game, and yelling as loudly as do his grandsons.

He is none the less manly because of this. Such a one will never scowl on the fun and frolics of boys, but will be in close sympathy with them and his own boys will look back after he has passed away and have loving memories of the "old boy" who was their father.

Nothing can be better for a boy than, year after year, to keep young. Even when he has passed many a milestone and is going down the hill of life, his age will have the freshness of a spring breeze and the sunshine of a summer day.

Others as they grow old may be crusty and crabbed, but he will sympathize with the children in their mirth and will always be that most delightful of men, an "old boy!" Dear friend, as you have invited me I may come again.

NORAH O'NEIL.

Easter.

Easter! How it stirs our thoughts! What visions it brings of new life and better things! We offer our fairest blossoms, and go forth arrayed in our daintiest and best, to celebrate the most joyous festival of all the Christian year.

The word Easter is derived from the Saxon *oster*, to rise, and means the resurrection of our Savior from the dead.

The curious customs with which the day has been celebrated in ancient times are exceedingly interesting, and a marked contrast to the more fitting observances of our own day. It would seem, however, that the beautiful emblems of flowers have been long used in many countries. And what more grateful to the imagination and to the heart than fragrant blossoms, so suggestive of newly risen life?

We honor our earthly friends by many an outward token of respect, and there is a far deeper meaning than appears upon the surface in the fresh and beautiful garments that are seen on Easter Day. What more in order than to don new and fitting raiment in which to offer homage to the great King of all!

Many things have been borrowed from the Egyptians, and the custom of making presents of eggs at Easter is—so the learned writers inform us—clearly to be traced to their philosophy. The egg was regarded by them as an emblem of the universe. Hence, we perpetuate the idea which, like the chrysalis, speaks of imprisoned life that shall spring forth to new beauty and joy.

On Easter Monday, in olden times, the principal sport was ball playing, and even the clergy and women indulged in the pastime. In many instances it formed a part of the church service. Another game was running a race for a tansy cake. Just why these singular sports were considered appropriate to Easter the wise ones fail to tell us.

Of the tansy cake was written: "In the springtime they are made with the leaves hereof newly sprung up, and with eggs, cakes or tansies, which be pleasant in taste and good for the stomack; for if any bad humors cleave thereunto, it doth perfectly concoct them, and scowre them downwards." Another ancient custom in some parts of England was for the wives to beat their husbands on Easter Tuesday, and the next day the husbands beat the wives. We are fortunate in living in an age and country

where superstition finds little lodgment.

Easter is a beautiful festival, and serves a useful purpose in recalling a great event in the world's history, and we should not encumber it with extravagant ideas founded on ignorant beliefs.

"Up from the dark earth mold,
Out of imprisoning gloom,
Lo! how the stately lily
Lifteth its snowy crown.
So when the stone was rolled
Back from the door of the tomb
Christ in His radiance rose
To dwell at the Father's throne."

New Division Organized.

Lincoln's birthday was celebrated in North Fond du Lac, Wis., by the organization of a new Division of the G. I. A. This new Division is an Auxiliary to Div. 185, B. of L. E., and is Winnebago Div. 451, G. I. A. to the B. of L. E.

The ladies gathered at Keystone Hall about 3 in the afternoon, and proceeded to the work of organization, directed by Sister Culkins of Chicago. After the Division was formally organized the members proceeded to elect and install their officers. Sister Foreman acted as Marshal and Sister Dille as Chaplain for the occasion.

The time and place of regular meetings were then decided upon. These will take place on the first and third Fridays of every month at R. R. Hall. The rent of this hall for the first year has been donated by the Brothers.

At the close of these exercises Sister Culkins was presented with a hand-painted china lemonade pitcher by our President, Sister Hackbush, as a token of thanks in the name of the members of the new Division. After signing the charter the Sisters proceeded to the supper room, where a delightful repast was waiting the members, and also the Brothers of Div. 185 and a few invited guests. At about 8 o'clock musicians arrived and the party returned to the main hall to dance until midnight.

The whole occasion was marked by great success. The new Division begins with 18 new members, and 5 more applicants who were deterred from being present by sickness or other causes. The

finances are in excellent condition, testifying to the unceasing efforts of the Sisters. The members present from out of the village were: Mrs. D. Simpson and Mrs. F. Simpson, Oshkosh; Mrs. W. H. Riley, Oshkosh; Mrs. F. J. Foreman, Appleton; Mrs. H. E. Carkins and Mrs. D. B. Foster, Fond du Lac.

A MEMBER.

With 60 charter members Union Div. 453, G. I. A. to the B. of L. E., was organized in New Castle, Pa., recently, and attended by more than 100 well-known Mahoningtown women. Thirty delegates from Glenwood Div. 59 assisted in organizing the new Division. Following a short morning session an excellent dinner was served at the Arlington Hotel, Ashland avenue, by Mrs. Michael Pyle. At the afternoon session the following officers were elected: President, Mrs. R. L. Powers; Vice-President, Mrs. J. M. Yates; Secretary, Mrs. J. H. O'Donnell; Treasurer, Mrs. H. E. Rhoades; Chaplain, Mrs. F. L. Bush; Insurance Secretary, Mrs. John H. Sherritt; Guide, Mrs. C. J. Bernhart; Sentinel, Mrs. B. F. Simpson; Past-President, Mrs. Abbie Welch; Musician, Mrs. W. E. Dittman; Marshals, Mrs. John Moore, Mrs. Geo. P. Jones; Pillars, Mrs. Clarence Moore, Mrs. Mills C. Leonard, Mrs. Charles Fitzmaurice and Mrs. M. S. Parker. The visiting delegates returned home over the Baltimore & Ohio and through the courtesy of Superintendent H. H. Temple, trains Nos. 9 and 10 stopped at the Mahoningtown crossing for the visitors. Mrs. F. Applebe, State Organizer, presided at the meeting. She was assisted by the following members of Glenwood Division: Mrs. F. Applebe, Organizer; Mrs. W. R. May, Mrs. W. Heberling, Mrs. J. Rush; Mrs. E. Griffith, Mrs. J. Cotiel, Mrs. J. McMunn, Mrs. J. Peters, Mrs. J. Hudson, Mrs. J. Leighton, Mrs. C. Dieese, Mrs. J. Haggerty, Mrs. M. Miller, Mrs. D. Phillips, Mrs. E. Dice, Mrs. G. Bogardus, Mrs. G. Fornoff, Mrs. C. Ryland, Mrs. H. S. Bolton.

Amethyst Div. 454, Orrville, O., was ushered into existence on inauguration

day, March 4, and as President Taft took his oath of office, 12 wives of B. of L. E. men took the vows of fidelity to the G. I. A. Mary E. Cassell, with 10 members of Div. 52 and one member of Div. 116, Columbus, O., did the organizing.

The work was done in a large, beautiful hall, in which was a fine new piano, upon which Sister Steinmetz of Div. 52 played during the day, adding interest to the occasion.

The Brothers were invited for the social time in the evening and helped materially in preparing the splendid supper which was served to about 40 members. After this the evening was spent with progressive euchre; Sister Osborn winning first prize, a handsome olive dish.

Sister Cassell in behalf of Div. 52 presented the new Division with a sum of money to help defray the expense of starting, and the Sisters on the C. A. & C. road announced that they wished to procure a part of the paraphernalia. Not to be outdone the Brothers said they wanted to frame the charter, so this Division starts out with bright prospects. While not a large Division we feel that it ought to be a good one, considering the material of which it is composed. We welcome this new addition to the ranks of the G. I. A., and to Amethyst Division we would say: "May you live long and prosper."

Norfolk, Va., School of Instruction.

Golden Heart Div. 222, Norfolk, Va., held their first school of instruction Tuesday and Wednesday, Nov. 17 and 18, 1908, in Eagles' Home, Norfolk, Va. The school was conducted by our Grand President, Mrs. W. A. Murdock. The first day's session was opened at 10 a. m., with officers of 222 in charge, Sister D. P. Cousins presiding. Nine Divisions were represented with a fairly good attendance. A reception was given the visiting Sisters on the night of the 17th. The opening address was made by Bro. W. H. Wassum, Chief of 456, followed by the officers' drill of Div. 222. Bro. A. M. Cousins, of 456, general chairman of N. & W., master of ceremonies, also made an address, after which our Grand President, Mrs. Murdock, gave us a very impressive and instructive talk. At the conclusion, Mrs. Murdock was presented with a bouquet of pink carnations from the home Division. The rest of the evening was pleasantly spent in listening to music and recitations, and then all were served with refreshments. Ritualistic work was completed with the morning session of the second day. At

the close, with touching remarks from our Sister Grand President, we all felt the time was well spent, and that we were benefited and improved by the school. We hope ere long to hold another school and meet all the Sisters again. The last hour was spent in pleasant chat and saying goodbye. With best wishes for the success and prosperity of all Divisions. 222.

Notice of Schools of Instruction.

A school of instruction will be held in Denver, Colo., May 4, 5 and 6, in Masonic Temple, corner 16th and Welton streets, conducted by our Grand President, Sister Murdock, and we also hope for others of our Grand Officers to be with us. All Sister Divisions are cordially invited to attend. Hotel rates \$1 and up, and special rates for two or more in a room, at the following places: The Graymont, 711 18th street, managed by a brother engineer; Keystone, 328 17th street; Lemington, 429 16th street; Tremont, corner 16th and Tremont. Among our best restaurants are Home Dairy, Sell's and Tucker's. All above-mentioned hotels and restaurants are within close proximity to hall.

There will be a school of instruction held in Huntington, Ind., on Wednesday, May 26, 1909, under the auspices of Good Will Div. 19. Our Grand President, Mrs. W. A. Murdock, will be in charge, and we hope to have other Grand Officers present. A cordial invitation is extended to all. We hope to have a goodly representation from all Sister Divisions.

MARY E. COLLINS, Sec.

Division News.

THE Sisters of Div. 128, through accepting an invitation to visit Div. 316, Kankakee, Ill., January 13 and 14, enjoyed a most pleasant occasion. The only disappointment was to learn that our Grand President could not be with us as we had anticipated on account of the serious illness in her home.

We left Indianapolis at 6:40 a. m., and upon arrival were met and escorted to their beautiful new hall, where everything had been arranged for our coming, and for our comfort. Dinner was soon announced, and upon entering the banquet hall a beautiful sight presented itself. The rooms were lavishly decorated in the four colors with bouquets of pink carnations for the table decorations. One long table was filled with the G. I. A. daughters and sons who had been invited for the noon-day meal. We lost no time ourselves in getting seated around

the long tables and surely did ample justice to the delicious eatables placed before us. Sister Swisler is an artist in arranging a menu.

In the afternoon we had a most interesting meeting, Div. 316 doing themselves credit for the good ritual work performed. After the regular routine of work was over I had the honor of installing the 1909 officers. As they stood before me assuming the obligation of office, knowing them so well (having organized them and inspected since organizing), I was proud to predict for them a most successful and prosperous year.

At the close of the meeting we were again escorted to the banquet hall and feasted with the same relish as at the meal previous.

We were invited to Knights of Columbus Hall for the evening as guests of the Brothers. Good music was in order and dancing prevailed, while others enjoyed cards and other entertainment provided. An interesting program was also rendered and taught us that we need not go beyond our own people to secure first-class talent, as the selections given were principally by the sons and daughters of the G. I. A. Recitations by Master Harry Webster, Geo. McCarty, Vernon Donar and Jno. McCarty were ably given. Piano solos by Misses Olive Adams, Mildred Donar and Zenia Jefferson were listened to with pleasure, and a sweet vocal solo by Miss Josephine Simmons completed the program.

So thoroughly enjoyable was the entire evening that we were reluctant to leave. However, we knew that tomorrow was another day and with it came its duties, one the necessity of a long ride home. After a good rest at the hotel, whither we had been escorted, we made preparations for our return home, and declared unanimously that the hospitality of Div. 316 was unlimited and hard to equal. I bespeak the sentiment of Div. 128 in saying, "Peace, prosperity and success to Sister Walker, their President, to her entire corps of officers, and to every member of Div. 316." Last, but not least, Bro. Henry Higgs, one of our pioneer engineers, was one of our party, and we were proud to have him go with us.

F. M. SIMMS.

ON December 31, Div. 236 gave a New Year's Eve dance at Van Buren Palace Hall. The grand march started at 9:30 o'clock with Brother and Sister D. Gregg leading, and Brother and Sister D. Langland assisting.

Early in November the Brothers of 404 offered their service and appointed a committee to help us. The Sisters on the arrangement committee found their

suggestions and service very valuable, and we all thank you very much, especially Brother Jewell. (Oh, what would we have done without Jewell?) Div. 236 has long voted him "a jolly good fellow," but we had no idea he could sell tickets the way he did. When one would meet him on the street he was either going to the "yards" or trying to sell someone a ticket, and he always got the dollar. Again we thank Brother Jewell. Sister J. Jackson, Sister Langland and Bro. Ed. Brown, of Div. 683, also worked very hard selling tickets. Bro. James McDaniels certainly did credit at that tedious job selling tickets at the door.

We missed our Grand President Sister Murdock very much, who was kept home on account of sickness, nursing her late husband; but we had the pleasure of having our Grand Secretary and Treasurer of Insurance Sister Boomer, and husband with us.

While one of the extras was being danced the music suddenly stopped, the musician stepped forward, and in a voice heard all over the hall announced "A Happy New Year." Amidst hand-shakes and greetings he struck up a lively tune, and I doubt if in this broad land could have been found a happier lot of folks than we were.

When 2 o'clock came and it was time to "break away" all considered it was one of the most enjoyable times 236 had had.

SISTER D. GREGG.

NEW MEXICO Divisions have been silent for several years, but Valverde Division of Raton has been quite busy with its 44 members. We are very proud of our number, although about 16 of them live in other States. Those living in Raton are active members, and harmony reigns supreme.

In November we gave our annual ball, which happened to be a masquerade this year, and cleared over \$100.

On January 7 we had public installation, inviting all members of the B. of L. E. and their families, who responded in a number that taxed the capacity of our hall. After installation a musical program was rendered by the children of our Sisters. Order was then called by our President, and all present were instructed to report at the banquet hall, where a delicious turkey supper was served. It is needless to say everyone who was fortunate enough to be there enjoyed himself.

COR. SEC.

A SURPRISE PARTY was given Sister Kate Burke, widow of our late Bro. John T. Burke, of Subdivision 97, Baltimore, Md., on Friday evening, January 22, by the Sisters of Riverside Div. 172, G. I.

A. Sister Burke was President of this Division for the past year, and according to their custom the Sisters presented her with a handsome set of dishes and a Past-President's pin. The party gathered at the home of Sister Jennie Hampton, 1519 Battery ave., and at 8:30 went to the home of Sister Burke, 414 E. Fort ave. After all had assembled the Sisters proceeded to the dining-room and presented Sister Burke with the dishes and pin. The presentation was made by Sister E. Thatcher Marsh, who succeeds Sister Burke as President of the Division. Sister Marsh, in presenting the dishes and pin, spoke in the most complimentary terms of Sister Burke for the faithful and efficient way she had discharged the duties of her office while President, and said the presents were made as a token of their love and esteem for her and the valuable service she had rendered them. Sister Burke made a brief speech of acceptance, after which refreshments were served. Brothers Wholey and March were present, and in their usual good humor, and kept all busy laughing at their jokes. The occasion was thoroughly enjoyed by all, and the party left for their homes in the "wee sma'" hours of the morning.

A GUEST.

ON the evening of January 16 Mrs. John Henney Div. 351 held an open meeting in their rooms in the 12th Ward Bank building, New York City, for the purpose of installing the newly elected officers.

Sister Mornhinweg, Past-President, installed the officers, assisted by Sister Cook as Marshal. The officers were dressed in white and wore pink carnations, and they made a pretty picture as they went through the various drills.

After the ceremony Sister Cook was presented with a beautiful bouquet.

Sister Ogden, our newly elected President, then presented Sister Mornhinweg with a cut-glass bonbon dish in behalf of the Division, also a fine Past-President's pin. Sister Mornhinweg responded in her usual pleasant manner.

Sister Steinway, our Treasurer for the past three years, was presented with a carafe and six cut-glass tumblers. Sister Bannon, our Insurance Secretary for the past few years, was presented with a cut-glass dish by the insured members, and to say she was surprised does not begin to express it.

Sister Mornhinweg in the course of the installation referred to Sister Marley, our newly elected Insurance Secretary, as the mother of this Division, and I believe she might also have mentioned Brother Mornhinweg as the father of the Division without going far astray, as

he is always on hand with words of encouragement and cheer.

An entertainment followed which included selections on the violin by Miss Quinn accompanied on the piano by Miss Farrell; vocal solos by the Misses Emily and Helen and Master Edward Ogden, and recitations by Miss Bessie Burton and Miss Bacon, which were all well received, after which refreshments were served and a social time enjoyed. Someone suggested a cake-walk and the majority of those present got in line to walk for the cake, which was won by Sister Squires.

It was close on to midnight when we parted to go to our homes and dream of the good time coming when we shall meet to celebrate the birthday of Sister Moore, and also the 25th anniversary of her marriage to Bro. Tom Moore on January 30.

SEC. 351.

ON Wednesday evening, January 27, took place one of the most pleasant of social gatherings given by Sisters of Warren S. Stone Div. 353 G. I. A., Fitchburg, Mass., when Sisters numbering 17 visited the cozy home of Sister E. I. Birgham, 89 Pacific street, showering upon her gifts of thanks for four years' faithful service as musician. After the party had assembled Past-President Sister Mulaney in a few well-chosen words presented the gifts; Sister Birgham responding in her usual pleasant way. The remainder of the evening was spent in a social game of whist, after which all partook of a dainty banquet which the nimble fingers of our Sister had prepared, showing she was equal to the occasion. Later the Sisters returned to their homes all wishing Sister B. Godspeed, leaving her sweet memories of their pleasant visit. Gatherings of this kind tend to strengthen the tie that binds, and we hope this will not be the last time we shall gather on such occasions. Yours in F., L. and P.,

PAST-PRES. 353.

Div. 419, of Cincinnati, O., celebrated its first anniversary on February 22, with a Martha Washington dance. A general invitation was extended to our Brothers and their firemen, who turned out in large numbers to trip the light fantastic. Brother Arehart and wife and Sister Shepard of Div. 52 of Columbus, O., came down for the occasion. We had plenty of two-steps and barn dances for the younger set, with a good sprinkling of quadrilles for the Brothers and Sisters who don't have a chance to keep in practice. Dainty refreshments were served, and the strains of "Home Sweet Home" were sounded all too soon. The

Brothers are anxious to have us celebrate again. We are only one year old, but growing rapidly. We have a joint meeting every three months with the Brothers, and are entertained by their sons and daughters, and I can safely say there is not a more harmonious Division existing.

SEC. 419.

AUTUMN LEAF DIV. 148, Kansas City, Mo., opened the new year with bright prospects for a successful year. We have 47 members with several applications in and more in sight. But the best of all is the peace and harmony among ourselves; our bones of contention are so small that when we crack them we find very little bone, it having disappeared, leaving only the marrow, which we can swallow so easily.

At the first meeting in January our new officers were installed, after which our incoming President, Sister Irish, presented our retiring President, Sister Shipley, with a beautiful painting as a token of our love and esteem for her, she being the possessor of a Past-President pin, having been President before. Although Sister Shipley and our Insurance Secretary, Sister Harriman, in the past year have suffered great sorrow in the loss of their sons, both young men of very bright future, neither has ever wavered from her fidelity to our Division; they have proven that "To do for others is the surest and best way to forget one's own sorrow."

After Sister Shipley received her painting she in turn presented their Secretary, Sister Milton, with a handsome china berry set, which was such a genuine surprise as well as appreciation that for once she was without words to express herself. We had several visitors and retired to the dining-hall to a generous repast.

A former Sister, Mrs. M. A. Ward, of Chicago, sent us a beautiful cut-glass sugar bowl and creamer which brought \$15 for the treasury. Although Mrs. Ward is far away she never forgets us, and how glad we would be to have her with us again, no one can say.

Then January 21, a charter member of Div. 502, B. of L. E., gave vent to his social feelings by hiring a big hall, engaging an orchestra, Mayor Crittenden and other speakers, ordering refreshments, cut-flowers and palms for decorations, then bidding all members of the B. of L. E. and their families welcome—all at his expense. All B. of L. E. Divisions and Auxiliaries of both Kansas Cities, as well as Ft. Scott, Kan., were well represented. After the speaking was over the dancing floor was filled, and others retired to reception and card

rooms, and such a good time as we all did have! On every side could be heard the praise of Brother Forster for his generosity.

Brother Forster is now a leading undertaker of our city and seldom meets his former companions except at funerals, so carried out his desire to meet them all to have a good time, and certainly succeeded. The Brotherhood hopes to make it an annual affair.

SEC.

W. A. SCOTT DIV. 54, Ladies' Auxiliary, Altoona, Wis., kindly extended an invitation to all Brother engineers and their wives of Div. 241 to attend their open installation of officers on January 12, 1909, held in Engineers' Hall.

The weather was a little sharp, but did not crimp the attendance a bit; there was a good turnout.

The proceedings were called to order by Sister Walton acting as Past-President and installing officer, and to say the least all of the officers were admonished in true regal form in the paths they should walk, and were conducted to their several stations with similar preciseness by the worthy Marshal, Sister Burns. After each officer had been installed, President Sister Killeen, who succeeded herself, made a very fitting speech to the effect that all should adjourn to the Altoona House for refreshments, where Brother and Sister Roe allowed the use of their dining-hall. We all sat down to a very excellent supper. Several mistakes were made by some of the Brothers whose enthusiasm on the occasion ran riot with their sense of taste by putting cream and sugar in the bouillon. Speech-making was the order of the evening. Our worthy Chief Mr. S. Keating was called upon by Sister Killeen to start the ball rolling, which he did in a very able manner. Next on call was our local comedian, Bro. Albert McKay, who gave a couple of mirthful recitations entitled, the "Oatsmobile" and "Monkey Ranche." There were some in the company who were much disappointed when Bro. Chas. Junyck was called upon for one or two of his able Dutch recitations, but could not be induced to get up, chiefly on account of bashfulness, we must say, because he is a very reticent man when amongst ladies. However, our big good natured roundhouse foreman, Bro. J. O. Euckson got back at Brother McKay on his oatsmobile story by telling one on the Irishman who just came over and was riding with his brother an engineer; there was a tunnel on the journey that had to be passed through, and as they approached it and could see it, Mike looked over to his brother the engineer

and said, "Pat, sure don't miss the hole"—which was much applauded by everybody as well as Mike.

After all had been well satisfied at the tables and the stories ran out we adjourned to the place from whence we came, Engineers' Hall, and enjoyed a few of the old-time reels and schottisches, then all went home well pleased with having been together on such an occasion and enjoyed each other's company so well.

Wish to say that this is the first attempt of G. I. A. No. 54 giving an entertainment at their installation, but hope it will not be the last, because they have the cue and the material.

COM. Div. 241.

MRS. W. E. HOYT Div. 125, G. I. A. to B. of L. E., enjoyed a pleasant evening with their friends at Odd Fellows' Hall, in St. Paul, January 18. The occasion was the open installation of the newly elected officers for the Division. A musical and literary entertainment was given by the young people, children of the engineers. Refreshments were served.

The installing officers were Mrs. J. E. Sullivan, Past-President; Mrs. J. J. Maher, Marshal, and Mrs. E. W. Hawley, Chaplain. The officers installed were Mrs. P. J. Floody, President; Mrs. James Johnson, Vice-President; Mrs. Nellie Needham, Secretary; Mrs. M. Maloney, Treasurer; Mrs. J. B. Ayotte, Chaplain; Mrs. H. E. Kemp, Guide; Mrs. J. Merrick, Sentinel; Mrs. A. B. Smith, Insurance Secretary; Mrs. E. E. Emerson, Musician. The staff officers are Mesdames E. W. Hawley, P. J. McLaughlin, J. Paulson, P. Peterson, E. Olds, and J. T. Lyons.

Mrs. J. E. Sullivan, our retiring President, who has held that office for the preceding six years, was presented with a set of silver spoons, and Mrs. J. J. Maher, marshal of the day, was given a gold emblem pin.

COR. SEC.

At the last meeting in January, Div. 246, of the B. of L. E., of Evansville, Ind., held their regular meeting and initiated Sam Fitzsimmons into the mysteries of the Brotherhood. While thus engaged, the wives and children were in waiting in the anteroom, among whom were the wife and mother of the candidate. After the work was over the doors were thrown open and the crowd invited into the room. Our President, Sister Steinmetz, was invited to the rostrum and handed the gavel. She called the crowd to order and the newly elected officers of Div. 174, of the G. I. A., were installed. Past-President Sister Rhodes

acting as installing officer, and Sister Hartman as Marshal. A short entertainment followed. Miss Mary Hartman, daughter of Brother and Sister Hartman, sang two beautiful selections, followed by a violin solo by Brother Baumgartner, accompanied by his daughter Miss Josie. Short speeches from Brother Skinner, Chief of Div. 246, and our Chaplain, Sister Lockyear, were made. Then our President called on Brother Drennon from Div. 410 for an address, and although a little out of the ordinary, he told nothing but the truth, and the Sisters are waiting their chance to get even. Lunch followed, after which dancing was indulged in, the music being furnished by Brother Baumgartner and daughter. The Brothers were a little slow in responding to the music until the old-fashioned quadrille was called, and then they forgot about not being as young as they used to be. The cigars for the smoker were donated by Brother Lockyear, and although not present he will surely always be thanked by the Brothers that were there, for the quality furnished. We are asked to have one of these entertainments quarterly to bring out the crowds to Division meeting and create a brotherly and sisterly love. We adjourned at 11:30, and although compelled to go home in a drenching rain all will be there at the next entertainment.

MRS. ROBT. SKINNER, Sec. 174.

MIZPAH Div. 136, Howell, Ind., gave a Washington social Monday, February 22, afternoon and evening, at Bach's Hall. The large spacious room was splendidly decorated with red, white and blue paper festooned from the corners of the room. An abundance of flags, both large and small, together with bunting, gave to the surroundings an air of patriotism.

One long table extending across the hall did service for the evening, at which all might be satisfied. Ham sandwiches pickles, ice-cream, cake and coffee were served.

The "cherry tree" of much fame graced the center of the table.

The larger part of the hall was reserved for dancing, which was enjoyed by all, Dale & DeJarnatt furnishing the music, piano and drum. Much praise must be given the social committee for their energy and untiring efforts in making the evening a success both socially and financially.

The committee in charge were Sisters Burgrabbe, Hollencamp, Dugger, Farrell and Lemme.

IDA H. COMPTON,
Member of Div. 136.

WE have been silent for some time in regard to the welfare of Div. 74, Boone,

la., but we are still in a flourishing condition, with a good membership, an efficient corps of officers and quite good attendance. If our Sisters could only be placed in the President's chair for a time I feel sure they would try to live up to the "Golden Rule" a little closer, for no order can keep up its interest unless each one feels she has some place to fill, even though she is not an officer. Do not belong just for the name, nor come only to pay dues. We need your presence and advice. We have occasionally an afternoon social at the home of some member, four of the Sisters furnishing refreshments and charging 10 cents, so in this way we replenish our treasury. The 18th anniversary was celebrated February 12 in Red Men's Hall. The Sisters served a two-course supper to the husbands and children to which about 150 did justice to the viands, the ladies of our Order know so well how to prepare. A short musical and literary program was given during the evening by the young people, after which a few of our (old?) engineers and their wives tripped the light fantastic. It was really surprising how well they kept time to the tunes of long ago. This was a time long to be remembered, as it was Lincoln's 100th birthday, and not one who was present expected to be present on a similar occasion 100 years hence.

COR. SEC.

I WISH to tell the readers of the JOURNAL of the most delightful time we all had on New Year's Eve when the ladies of the G. I. A., Ft. Worth, Tex., gave a banquet to the Brotherhood of Locomotive Engineers and wives and families, this being the second time we have met in a social way, and was greatly enjoyed by all. A public installation of officers took place. Mrs. W. D. Oland, Third Grand Vice President, was with us and acted as installing officer, Sister Carpenter acted as Marshal, Sister FAVOR as Vice-President, and Sister Alexander as Musician and Sister Henry as Chaplain.

Mrs. Oland, on behalf of Div. 421, presented Sister Ryan, our President, with a Past-President's pin. The engineers were then invited to the banquet hall, which was profusely decorated with the colors of the Order, and where they all did ample justice to the good things provided. After supper we returned to the Division room and heard some remarks from Sister Bailey, also some music by Miss Kelley and brother, son and daughter of our Sister Kelley.

I will now tell you what we have done since we organized the 21st of March. We have a Division of 52 members in

good standing, all earnest workers for the good of the Order. The Division received many compliments on the way the work was done from the engineers and visiting members. We all departed for our homes when the new year had come in, wishing all Divisions success for the ensuing year. I remain,

Yours, in F. L. and P.
ELIZABETH HENRY.

CADLE DIV. 385, Ottumwa, Iowa, held their annual installation January 14. Past-President Mrs. J. H. Riley was assisted by Mrs. J. A. Adams as installing officer. After the ceremony a social was held, and several visiting Sisters entertained. President Mrs. J. J. Smith, in behalf of Cadle Division, presented Mrs. P. J. McGovern, Secretary, with a beautiful recognition pin. Sisters Riley and Metzgar entertained the Division at the home of Sister Metzgar, 216 Sheridan avenue, January 20; refreshments of coffee, sandwiches, fruit salad and cake were served. Cards and a musical were the amusements.

SEC. 385.

FRIENDSHIP DIV. 18, Fort Wayne, Ind., has just passed a very successful year, and started in on the new year with 104 members all in good standing and square on the books. Our election brought a new officer in almost every chair. Our hall has been fitted out with new curtains, draperies, etc., which gives it a fine appearance. We are almost of age, March 21 being our 21st birthday, which anniversary we will celebrate in a fitting manner. We have had two very successful balls this winter; the last was held February 1; about 200 couples were present. Pedro was played and prizes given. Quite a nice sum was made to help replenish our treasury.

Yours in F., L. & P., COR. SEC.

THE officers of Div. 221, Nashville, Tenn., for the present year were installed Monday, January 18, 1909. Bro. J. R. Griggs, C. E. of Div. 473, delivered a short address to the members and friends, speaking highly of the good and importance of the Order. Sister J. T. Ebaugh acted as installing officer, performing her duties in an able manner. The uniform was black skirts and white waists, and the installation and drills were beautiful in every detail. The Brothers present complimented much for the pleasing and effective style in which the ceremony was carried out. Sister J. B. Fry, elected President for the fourth time, was presented with a cut-

glass tankard and six tumblers for her past fidelity, and Sister D. W. Thompson, on behalf of the members, presented Sister J. W. Alsop with a cut-glass bowl in appreciation of her success as chairman of the committee on arrangements. Miss Margaret Alsop, musician of the afternoon, was also presented with a sterling silver purse. The three recipients responded with a few well-chosen remarks. Recognition pins of the Order were given to Sisters Secour, Anderson, Bronch and Snider. A program consisting entirely of local talent was thoroughly enjoyed. After this refreshments were served, in which the pink carnation, the emblem of the Order, was exemplified in the individual cakes.

SYRACUSE DIV. 292, Syracuse, N. Y., reviews with pleasure its progress during the past year. Our President, Sister N. Gardinier, has filled her office to our entire satisfaction. Our officers were all re-elected, which shows that they have the best interests of the Order at heart, and best of all harmony has reigned supreme at all times. Our last social was at the home of Sister Andrews. It was a perfect success, everyone having a jolly good time. Many thanks to our good little hostess and committee.

Yours in F., L. and P.,
J. W. F., Div. 292.

F. S. EVANS Div. 99 is still on the move and progressing finely. The Division has been highly honored as well as our Past-President, Sister Josephine Brothers, who has been appointed Grand Organizer and Inspector, by Grand President Sister Murdock. Our new officers, including our bright and animated little President, Sister Boyle, are filling their offices very acceptably and seem very much interested in their work.

INS. SEC

It is some little time since the readers of the JOURNAL have heard anything from Granite State Div. 49, which is snugly located in the capital city of New Hampshire, Concord. It is a pleasure to be able to state that we have been very prosperous during the year just passed. The pleasures we have participated in have been varied and many, with the tendency to bring us in closer touch with each other. In the fall 12 members of our Division attended a school of instruction held in Boston, Mass., and it was a privilege which we all appreciated to meet our Grand President and Vice-President, and the writer considered it a choice delight to have a hearty hand-clasp with

many Sisters whose acquaintance we formed at the conventions. It has been the custom in Div. 49 for many years, to have a public turkey supper. This year, however, the members thought they would change their plans somewhat, and confined their annual banquet to the immediate families of the members. It was highly enjoyed, and the evening was happily spent. A sofa pillow was disposed of and netted a neat little sum. We were unanimous in the opinion that our anniversary observance for 1909 was nicely planned and successfully carried out.

PAST-PRES. MRS. F. M. HALL.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., April 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than March 31, 1909.

ASSESSMENT No. 442.

Port Jervis, N. Y., Feb. 11, 1909, of myocarditis, following pneumonia, Sister Caroline McClure, of Div. 66, aged 66 years. Carried one certificate, dated March 4, 1891, payable to Hattie McClure Beemer, Ella McClure Wollner and Andrew McClure, daughters and son.

ASSESSMENT No. 443.

Terre Haute, Ind., Jan. 27, 1909, of Bright's disease, Sister Jennie Daniels, of Div. 29, aged 47 years. Carried one certificate, dated May 7, 1898, payable to W. H. Daniels, husband.

ASSESSMENT No. 444.

Baltimore, Md., Feb. 21, 1909, of nephritis, Sister Almira Brown, of Div. 110, aged 71 years. Carried two certificates, dated May 9, 1892, and June 12, 1893, payable to Walter Neal, Bessie Conard, John Bast, Virginia Demorey, Bertie Carr, niece, nephew, sisters and brother.

Members will pay their Insurance Secretaries on or before April 30, 1909, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer not later than May 10, 1909, or stand delinquent until remittance is made.

Assessment No. 444 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 423 and 424, 6,782 in the first class, and 3,035 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,

941 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

Question: We have had quite an argument among the engineers about a leaky graduating valve in a triple valve. Under what conditions will this leaky valve release the brake, or will it release it at all? I claim that with a light reduction, or any reduction under *full* service, that air will leak from the auxiliary reservoir past graduating valve into the brake cylinder, reducing the pressure on the auxiliary side of the triple piston; the pressure on the train pipe side will move the piston and slide valve to release position. A leak from the brake cylinder coupled with the leaky graduating valve will also cause the triple valve to move to release position. J. F. H.

Answer: With a graduating valve in good order, when the movement of the triple piston during a graduated application closes the graduating valve on its seat on the main slide valve, the reduction of auxiliary pressure at once stops. This fact and the increased power needed to move the slide valve stops the further movement of the triple piston and it remains in lap position till another change of pressure on one side of the piston, usually the next train pipe reduction. If the graduating valve leaks auxiliary air will pass by the leaky valve until the auxiliary pressure is sufficiently lower than that of the train pipe so that the train pipe pressure can move the triple piston and its slide valve. If the slide valve moves very easily, it may be started with a light change in pressure and move up just far enough to lap or close the application port in the seat, and not far enough to open the exhaust port. One thing that will help the triple to stop on lap position is as soon as the slide valve moves up far enough to close the port (through the main slide valve from the graduating valve) at the face of the slide valve, no more air can pass by the leaky valve, as it cannot get out at the lower end into the brake cylinder. This stops the auxiliary reduction. To stop on lap position the slide valve and piston packing ring must be a proper fit, clean, free from grit, and well lubricated. Usually a triple with a leaky graduating valve is dirty and with grit on the seats of both valves. As the bridge between the application and exhaust ports is a narrow one, stopping

the *slide valve* on lap is not a usual occurrence. The piston, once started, generally moves the slide valve far enough to open the exhaust port so the brake-cylinder air can escape.

A *full service* reduction that does not give the auxiliary pressure a chance to reduce any faster than the train-pipe pressure will equalize the auxiliary and brake-cylinder pressures and leave the graduating valve open. With no other leaks the brake will remain applied. If, however, there is a brake-cylinder leak, it will tend to reduce the auxiliary pressure and if the train-pipe pressure remains at the point of equalization—say 50 pounds in train pipe, auxiliary and brake-cylinder—as soon as auxiliary air passes into the leaky brake-cylinder it will reduce the auxiliary pressure a little lower than that of the train pipe. The triple piston will move up, closing the graduating valve. Its leaky seat will still allow an auxiliary reduction and the triple valve will act the same as during a partial application and move the slide valve either to lap or exhaust, usually to exhaust.

To go a little farther on this matter: If a triple piston has recently been fitted with a new packing ring that bears against the walls of the bushing, the piston may move so hard that considerable change of pressure on the train-pipe side may be necessary to move it to application position. When it does move it may go too far and open the application port in the plain triple full width. This will make a heavy reduction in the auxiliary pressure, greater than the service reduction in the train pipe. The triple piston, when it does start back *toward* lap, will go to release. Also, if a very sudden 10-pound reduction is made in the train pipe of a plain triple valve—say on the long engine—the triple piston and slide valve will likely move full travel, allow the auxiliary air to flow to the brake cylinder past the end of the main slide valve and reduce the auxiliary pressure much more than 10 pounds. In this case the train-pipe pressure will move the triple valve to release.

Question: We have some consolidation locomotives in service on 2½ to 3 per cent grades 3 to 5 miles long. These engines have pull-up cam brakes with 8 by 8-inch brake cylinders between main and back drivers on each side. It seems impossible to keep the brake piston rods packed so the driver brake will not leak off in 15 seconds after a full application. Now, why cannot we cut out the triple valve—F 24—and pipe main reservoir air at 100 pounds pressure direct to the brake cylinders using one globe valve to admit the air and another globe valve to

release it; in this way giving us an independent driver brake with a full supply of air to take care of all leaks? In this way we would not be at the expense of the straight air brake valve, double check valve and reducing valve.

J. W. M..

Answer: You would not get good service with the arrangement that you speak of. With only four brake shoes for eight driving wheels you could use a pretty stiff pressure in the brake cylinder because the wheels without brake shoes would keep the ones with brake shoes moving, through the medium of the side rods; but the heavy pressure would wear the tires pretty fast so they would soon be smaller than the other pairs without brake shoes, as well as loosen the tires in short order.

To avoid the heavy pressure, as well as the variations of pressure of the main reservoir, you would need a reducing valve somewhere in the pipe between the main reservoir and the air valve that admits air to the brake cylinder in order to assure the proper pressure at all times for the driver brake. The use of two globe valves is not recommended. When an emergency comes you might open the wrong valve or, worse yet, not open any till the damage was done. Better get the proper valves if you want to operate the driver brake independently. As to the leak at the piston rod stuffing box, if you want to turn the push-down cylinder the other end up and connect the piston rod crosshead with the cams by means of a yoke or stirrup connection from above the cylinder past the sides, you will not need packing around the brake piston rod. A good many pull-up cam brakes have been fixed that way.

When you get it fixed you may be surprised to find that the leather packing ring or cut leather in the piston itself leaks more than the piston rod ever did, especially if the brake cylinder is bolted to the engine frame near the fire-box where the leather packing will be burnt stiff in two or three days. If the brake cylinders are located where they are as cool as the tender cylinders it may be worth while to do something to reduce the leaks of air past the packing leathers. If they get hot it is hardly worth while trying to change the connection from the piston rod crosshead to help out the piston rod packing.

On a 2½ to 3 per cent grade 5 miles long you surely need a good brake on the drivers, and an independent brake on only two pairs of drivers is not considered good practice with four pairs of drivers.

Question: I am running a locomotive on a small road and have to do all the re-

pair work with no machine shop or power tools. Our locomotives are equipped with 1876 Sellers injectors. When the steam valves begin to leak they get exceedingly hot clear down in the feed pipe and they will not prime readily. I remove the solid spindle and its loose steam valve, grind in the valve on its seat on the solid spindle, also on the hollow spindle, and it will work first rate for ten days, when it leaks as badly as ever. I remove the hollow spindle from the solid one and use a steel rod for a spindle to reach the seat in order to grind in the valve; then connect up the spindles properly and grind the valve on the solid spindle and consider the job complete. The emery used in grinding works down between the valve and hollow spindle and cuts out the valve around the hollow spindle. The steam seems to work down through this loose fit and gives trouble. We have very bad water; it does not scale up the boiler but soon closes gauge cocks solid and cuts out packing of small cocks in the cab in about a week. It scales up the movable combining tubes and gives us trouble when taking the injector apart as well as requiring cleaning very often, about every two weeks. What can we do for this trouble?

Our tenders are to have their height increased about 16 inches so they will hold more water. This will make the water level with a full tender about 15 inches higher than the injector. With our style of locomotives we cannot raise the injectors any higher without getting them out of the reach of the engineer. How can we prevent the water priming or wasting by gravity through the injectors with a full tender of water?

J. W. M.

Answer: If the steam valves and spindles in the injectors are so much worn that they give you trouble it will pay to send to the factory, 1600 Hamilton street, Philadelphia, Pa., for new parts. The cost of them is but a trifle in comparison with the comfort you will take with perfect valves and seats. It is quite a job to grind in the valve No. 4 on its spindle No. 5 and at the same time get a good seat in No. 3, unless you have tools made purposely for it.

As to the scale in the injector, you can attach an oil cup to the suction pipe and use a small amount of crude petroleum with the feed water through the injector. This will tend to prevent the formation of scale and in some cases remove that already formed.

After the injector is taken off the engine for the purpose of cleaning, you can take it apart and dip the parts covered with scale in a bath of muriatic acid and

water, not less than ten of water to one of acid, and not stronger than five to one. If the combining tube sticks in the limy deposit swab out the cylinder with the acid, taking care to wash off the acid as soon as the scale is dissolved, as the acid will attack the clean brass where there is no scale on it. While the acid is eating up the scale it will bubble on account of the gas formed by the scale. When it quits bubbling take out the parts and rinse them off thoroughly in a strong stream of clean water to prevent the acid eating the brass.

As to preventing the loss of feed water through the 1876 injector when set lower than the water level, the best way is to put a plug cock or large globe valve in the suction pipe to shut off the feed water when the tender is full and the injector is not operating. Or a better plan will be to put in a regular lazy cock in the feed pipe below the level of the water in the tank so it can be opened and shut easily from the position of the man in the cab.

You can take the collar 35 off the rod 28 that leads from the lever handle 45 to the overflow valve 34, but you will find that this will bother you some when trying to prime the injector as this valve will remain closed at all times unless you open it after the collar 35 is taken off.

Question: Please explain what effect a worn link block will have on the operation of the valve and where it will affect the motion most. I claim that it will shorten the travel of the valve and takes away the lead to the extent of the lost motion caused by the worn blocks, and if the valves are set line and line will make the port openings blind. J. F. H.

Answer: If the link block is badly worn either on the link-block pin or in the link it will reduce the travel of the valve just the amount of the lost motion. When hooked clear down in the corner it will not affect the work of the valve at full travel as much as when working hooked up at a short cut-off.

Lost motion anywhere between the eccentric and the valve tends to reduce the lead the amount of the lost motion. An engine set line and line at the live steam ports would be blind when lost motion developed in the valve motion work. An inside admission piston valve with solid heads works somewhat differently, as the pressure of the exhaust steam against one head of the piston valve tends to move the valve to take up all the lost motion. This movement of the piston valve may or may not increase the lead, depending on how soon after the exhaust port opens the exhaust steam pressure moves the valve.

Question: What are the differences in the operation of the Westinghouse equalizing discharge brake valve and the New York Air Brake Co.'s brake valve?

Is the equalizing reservoir connected to the brake valve used for the same purpose in each case?

Why do we move the Westinghouse rotary to lap position during a graduated application and do not lap the New York slide valve?

Why do we go by the gauge with the Westinghouse valve and by the notches in the quadrant of the New York brake valve during a graduated application?

Answer: Both these brake valves have a small reservoir connected to the valve body by an air pipe. Its object is to supply a larger volume of compressed air to operate the equalizing piston feature than would be practicable to enclose in the body of the valve, that would make the brake valve unwieldy.

By confining this body of air in a reservoir separate from the valve it can be located at some point near the cab, out of the way of the engineer and connected to the brake valve with a small pipe. The Westinghouse standard reservoir holds a little over 800 cubic inches. The New York reservoir holds close to 112 inches. The pressure in both these reservoirs is the same as that in chamber D or against the face of the equalizing piston, and when the valve is in full release position running or till the air ports are lapped, the train-pipe air can equalize with that in the reservoir. In both valves the train-pipe air can at all times come against the lower side of the equalizing piston so long as any pressure remains in the train pipe. Thus, you see that when not using the valve to apply the brake, as when running along the road, the pressure will be the same on both sides of the piston and it will remain quiet.

The reservoir for the Westinghouse valve is charged with air at train-pipe pressure through a port in the rotary. The old New York valve of the Vaughan-McKee pattern was charged through the slide valve. The later pattern of the New York valve is charged from the train-pipe air through a port in the piston, controlled by a ball check valve. In all New York brake valves the air is discharged from the small reservoir through an opening in the slide valve. This discharge opening is necessary in order to reduce the reservoir pressure to allow the train-pipe pressure to push the piston and its valve back to normal position. The Westinghouse piston automatically returns to its normal position.

When any change of pressure is made on either side of the piston it tends to

move away from the stronger pressure towards the decreasing one. If the piston is not already at the end of its travel towards the lower pressure, it will move towards it.

This change of pressure on the equalizing reservoir side is made with the Westinghouse valve by a movement of the rotary that opens a small port and allows the reservoir air to slowly escape to the atmosphere. The piston moves up towards the decreasing pressure and opens a valve on the train-pipe side so the train-pipe air can then escape and reduce its pressure. To stop the flow of air from the reservoir side above the piston, the rotary is moved to lap, closing the preliminary exhaust port. If there are no leaks into or out of the space above the piston the pressure there remains constant.

On the train-pipe side of the piston air is flowing out to the atmosphere, reducing the train-pipe pressure till it is lower than that of the reservoir; the piston then moves down toward the reducing train-pipe pressure, closing the exhaust valve. Thus, this Westinghouse piston with its valve both opens and closes the outlet for train-pipe air to the atmosphere.

To make another reduction in the reservoir so as to operate the piston the rotary is moved from lap to service position for the proper discharge of air and back to lap and so on as often as desired till the brake is fully applied.

With the New York brake valve the operation is somewhat different. This valve has an equalizing piston; it is sometimes called the cut-off valve piston because it operates a small cut-off valve that slides back and forth on the lower face of the slide valve. Air from the train pipe is against one side of this piston and air from the small reservoir against the other side. During a brake application the pressure of the small reservoir is not reduced by discharging any of its air through the slide valve. A movement of the slide valve to service position will open the train-pipe service exhaust port and discharge train-pipe air directly to the atmosphere. This will reduce the train-pipe pressure slowly and as the air pressure in the small reservoir is still confined and not reduced, it will begin to push the piston towards the decreasing train-pipe pressure, move the cut-off valve to close the port in the slide valve, and stop the flow of train-pipe air to the atmosphere. When this air exhaust port is closed by the cut-off valve the train-pipe reduction stops. To make a further train-pipe reduction we move the main slide valve still further back, away from the cut-off valve. This

should open the exhaust port in the slide valve and allow some more air to escape, until the pressure in the small reservoir can move the piston and close the cut-off valve.

The volume of the small reservoir and that of the increasing volume of the cylinder in which the New York piston moves are so proportioned that for any certain notch or notches in the quadrant the reduction of train-pipe pressure will allow the small reservoir pressure to push out the piston and increase the volume of the cylinder till the reservoir pressure equalizes with the proper train-pipe pressure at the exact instant that the cut-off valve is moved far enough to lap the exhaust port. With the last service notch the piston should have moved far enough to lap this port at a 23-pound reduction from the original 70 pounds train-pipe and small reservoir pressure. This is intended to explain to you why the New York brake valve is handled in reference to the notches in the quadrant.

With the Westinghouse brake valve the engineer makes the proper reduction in the small reservoir pressure and the equalizing piston automatically makes the same reduction in train-pipe pressure, whether the train be short or long. To do this properly he must watch the gauge till he becomes skillful enough to do it by the sound of the preliminary exhaust.

When applying the brakes quickly and with their full force, as in an emergency, a large direct port from the train-pipe through the brake valve to the atmosphere is quickly opened—with either valve; this suddenly reduces the train-pipe pressure and the quick-action triple valves do the rest.

Question: Have the New York Air Brake Co. put on the market a "quick service" triple valve for freight service?

Answer: They have designed such a valve and are now manufacturing it. It will be described in these columns in the near future.

Electrical Railroading.

BY ELWOOD GRISSINGER.

PART XXXVI.

When connecting an induction motor to a supply circuit it is generally sufficient to know the voltage of the supply circuit, and whether or not the circuit is two or three-phase; and if it is a two-phase circuit, whether such circuit is a three-wire or a four-wire two-phase circuit. Circumstances may exist, however, when it becomes necessary to resort to certain expedients, these depending upon whether or not more than one voltage

shall be available for the proper starting of the motor or whether or not it is found necessary to change the character of the supply of power from a two-phase current to a three-phase and vice versa. Two wiring diagrams representing the primary and secondary windings of static transformers will illustrate how such conditions can be met.

The first diagram as in Fig. 1 shows a four-wire two-phase primary winding in two separate transformers, there being

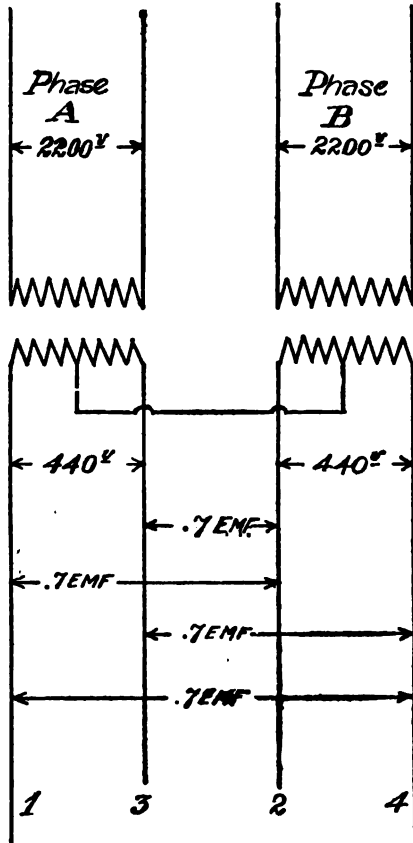


FIG. 1.

one pair of wires for each phase, and these connected to the primary windings of their respective static transformers. It is assumed that the pressure between the two wires of each phase on the primary side of the transformers is 2,200 volts, and that the pressure between the leads of each phase of the secondary windings is 440 volts. In this case, the secondaries of the transformers are interconnected by a lead which connects with the middle of each secondary. This arrangement gives for one phase, *i. e.*, be-

tween the leads 1 and 3, the normal pressure or 440 volts and between leads comprising the other phase, *i. e.*, the leads 2 and 4, normal secondary potential or 440 volts. The pressure between the wires 1 and 4 then becomes .7 of 440 or .7 of the normal secondary voltage. The pressure between the wires 1 and 2, 2 and 3, and 3 and 4, is likewise but .7 of the normal secondary pressure or .7 of 440 volts. It is by some such an arrangement that a lower voltage can be obtained from the static transformers when such are used for the operation of an induction motor. A suitable switching arrangement will enable one to connect the motor at starting with the transformer leads which give but .7 of the normal secondary pressure and when the motor has attained the proper speed it can be disconnected from the low pressure leads and connected directly to the main secondary leads of the transformer which places the full voltage upon the motor terminals. Standard transformers of all makes usually have a loop at the center of the secondary winding by means of which the connections shown in Fig. 1 are facilitated, but in making the connections, care must be exercised to the end that but two of the .7 pressure circuits are to be used for the starting circuits and these two circuits shall bear the two-phase relation.

This method of starting is generally undesirable for the reason that it draws a heavy starting current from the static transformers. If there are any lights being supplied with current from the same transformers, the starting of an induction motor in this manner will affect the regulation of the transformers and the character of the lighting impaired, unless the sizes of the transformers are relatively much larger than the capacity of the motor. The reason for this is, that in obtaining the low starting voltage from the transformers as shown in Fig. 1, but a part of the secondary winding of each transformer is in use and this part is called upon to deliver a heavy current which so unbalances the transformers as to give poor regulation.

If the source of current supply were in the nature of a three-phase circuit and the motor to be connected were of the two-phase class, it would be necessary to change the phase relation of the secondary circuit. This can be done by an arrangement known as the Scott connection. It is shown in Fig. 2. The pressure across any pair of the three-phase primary circuit is again assumed to be 2,200 volts. The primary winding of one transformer is connected directly to one phase of the three-phase supply circuit. One side of the second transformer is

connected directly to the other wire of the three-phase supply circuit; the other side of the primary winding of the same transformer being connected to a point in the turns of the first transformer's secondary winding. This point of connection has been found to be in the ratio of 87 to 13, i. e., if there were 1,000 turns

If, at the same time, it is desired to obtain the lower voltage for use as a starting voltage, it can be done in the same manner as shown in Fig. 1, i. e., by carrying a common connection between the middle points of the secondaries of the two transformers as at A. There would then be available, a two-phase secondary current from a three-phase primary and a .7 normal voltage for starting as well as the normal voltage, assumed in this case to be 440.

The static transformer (pressure reducing and phase changing device) is therefore seen to possess considerable flexibility and this is true in all respects except that it will not stand overloads and cannot give good regulation on certain kinds of loads put upon it, a fact which will be touched upon later in connection with other characteristics of induction motors. The static transformer has a high operating efficiency, however, and this, in combination with the fact that it has no moving parts as a part of it, makes it an extremely valuable adjunct to the line of equipment necessarily utilized in the transmission and distribution of power over wide areas.

If the generator supplying a line with power is two-phase and has its winding on the armature in the Delta form, or the closed circuit class, then the starting voltages can be obtained from the side circuits comprising the two-phase supply line in the same manner as shown when connecting the middle points of the secondary windings of two transformers together by means of a common lead. This form of armature winding for an alternating current generator is shown diagrammatically in Fig. 3, where the closed ring is intended to represent the armature circuits. Carrying these circuits outward in the form of the line wires, we have the two-phase circuit with normal pressure between the two leads of each phase and .7 normal pressure between the other leads of the same circuit. This can only be considered of interest in cases where a generating plant may be delivering power to motors on the premises and where the voltage of the generator itself is but 200 or 400 as the case may be.

Inasmuch as there is an interchangeability in the characteristics of two-phase and three-phase supply and in the voltage to be delivered to induction motors, it has been thought advisable to insert a tabulated form which will show at a glance what can be done to meet conditions as they may be found. This tabulation is inserted as Fig. 4. Two-phase constant speed induction motors may be operated from two-phase generators directly. They may also be opera-

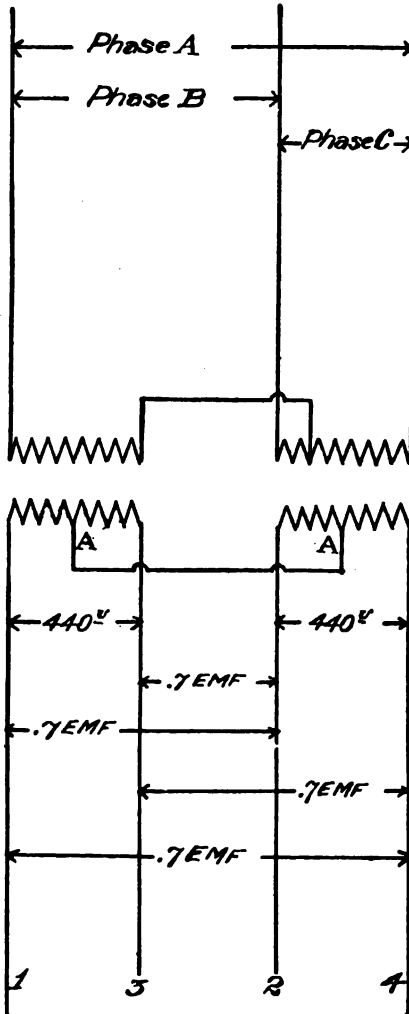


FIG. 2.

of wire in the secondary coil of the transformer, then the one lead of the second transformer would be connected at a point equivalent to 870 or 130 turns from the end of the winding of the first transformer, as the case may be. This scheme of connections will then give a two-phase secondary current when the primary current is three-phase.

ted through the medium of static transformers from two-phase or from three-phase high voltage circuits. Three-phase motors may be operated from various classes of supply circuits in an analogous manner. By referring to Fig. 4 in the upper part thereof and to the right, the class of motor is noted as a two-phase motor. Reading from right to left in the table, it is noted that the two-phase motor may be operated by means of an

If the data in Fig. 4 be read from left to right, the different methods by which induction motors can be operated from the several sources can be readily understood. It is noted, therefore, that a two-phase or a three-phase transmission circuit may supply transformers which give either a four-wire or a three-wire two-phase circuit, and either of these circuit arrangements can supply the motor with energy through either a simple switch or an auto-starter or a compensator. It will also be seen that the same transmission circuits may supply transformers having loops; or transformers having an inter-connected four-wire circuit, either of these last named transformer combinations furnishing energy for the starting and continuous running of induction motors through ordinary double throw, three or four-pole switches, as the requirements of the case may be.

An added explanation may be given by stating that a four-wire two-phase circuit is one in which each of the two phases is made up of two separate line wires or conductors. Either phase is practically independent of the other. The current in each phase may be considered as behaving in the same manner as it would in an ordinary single-phase circuit. The two circuits of a two-phase four-wire circuit arrangement may be insulated from each other or they may be inter-connected in a certain sense. If the generator delivering the current to the transmission circuit is of the Star connected armature class, then the two two-phase circuits are independent. The circuits obtained from static transformers are independent, unless their secondaries are connected together in some such manner as shown in Figs. 1 and 2. An inter-connected four-wire two-phase circuit is one where the circuits are not insulated from each other; but the pressure between any wire of one phase and either wire of the other phase will be but .7 of the pressure of each phase. These circuits are obtained from closed coil (Delta connected) generator armature windings or from transformers, the middle points of whose secondaries are connected together by a common lead.

A three-wire two-phase circuit is one in which one wire is common to the two phases, forming, as it were, a common return. If it should happen, as is seldom the case, that the currents in the two phases were equal, then the current strength in the common return wire would be equal to 1.4 times the strength of the current in either of the other wires, and the pressure between the two

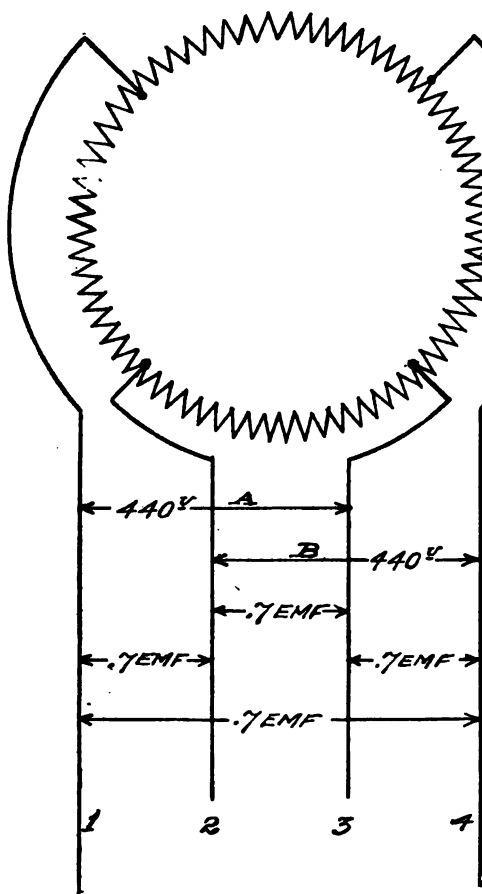


FIG. 3.

ordinary switch, an auto-starter, a compensator or a double throw switch. The first two of these starting arrangements may receive current either from a two-phase generator or from a four-wire two-phase circuit or from a three-wire two-phase circuit. The four-wire circuit or the three-wire circuit may receive energy from a set of static transformers; and the transformers may receive energy either from a two-phase or a three-phase transmission circuit.

outside wires would be 1.4 times the pressure between the two wires forming the respective phases.

The efficiency of an induction motor is the ratio of the power delivered to that received. The motor will absorb more energy than it will give out in useful energy and the difference between the two is to be considered, the loss of energy in the motor. This loss is not constant at all loads and will depend somewhat upon the characteristics of the power supply. In general, however, it is made up of several distinct elements. There is what is termed a primary and secondary loss of energy, and these may be divided between the iron and copper of which the motor

and finally damaging the windings of a motor, should the load upon the same remain excessive for a sufficient period of time.

The current passing through the primary winding of an induction motor is virtually made up of two parts; a magnetizing current and a working current. The total current is the resultant of the two. If the voltage supplied to the motor terminals and the frequency of the current are uniform, then the magnetizing current will be approximately constant. The working current passing through the same windings will, however, be nearly proportional to the load upon the motor. The primary copper loss, therefore, will

Generator and Transmission Circuit = Character of Circuit = Means of Starting Motor

Two Phase Type Generator Low Voltage	} Transformers {	Open or Closed Coil Armature Winding - Four Wires	Simple Switch	} Two Phase Motor
Two Phase Transmission Circuit		Four Wire Circuit, Two Phase	Auto-Starter	
Three Phase Transmission Circuit		Three Wire Circuit, Two Phase	Compensator	
Two Phase Generator Low Voltage	} Transformers {	Transformers with Loops	Double Throw Switch	} Three Phase Motor
Three Phase Generator Low Voltage		Transformers giving Four Wire, Inter-Connected Circuits		
Three Phase Transmission Circuit				
Two Phase Transmission Circuit	} Transformers {	Closed Coil Armature - Four Wires	Simple Switch	} Three Phase Motor
Three Phase Generator Low Voltage		Three Phase Circuit	Auto-Starter	
Three Phase Transmission Circuit			Compensator	
Two Phase Transmission Circuit	} Transformers with Loops		Double Throw Switch	} Three Phase Motor

FIG. 4.

elements are made. In any given motor, operating under conditions which furnish it with constant voltage, the primary iron loss is approximately constant and is independent of the load conditions upon the motor.

The primary copper loss is that loss which exists by virtue of the current circulating within the windings comprising the stator part of the motor, or that winding which creates the initial magnetic field and which keeps that magnetic field rotating as previously described and illustrated. This loss is obviously a variable, and is dependent upon the load conditions upon the motor as well as upon the voltage delivered and uniformity in frequency of the current supplied to the motor. It is this loss which is partly apparent in the motor by virtue of the motor getting warmer as the load increases

be made up of a C²R loss for the magnetizing current value and a C²R loss for the working value. The product C²R is in effect a heat loss, where the square of C represents the square of the current strength in amperes, and R represents the ohmic resistance of the circuit through which the current is passing, in this case, the ohmic resistance of the winding of the stator portion of the motor. Inasmuch as the loss due to the magnetizing current is approximately constant, the total loss in the primary winding of a motor will be approximately equal to a constant loss, plus a loss proportional to the load upon the motor.

The secondary copper loss, or that loss occurring as a result of the induced currents flowing in the secondary winding of the motor, or that winding placed upon the revolving element, is also a heat loss

or a C²R loss as before. This loss can be generally determined from the speed and load upon the motor. If a four-pole induction motor were connected to a supply circuit, the frequency of which was 3,000 alternations per minute, then the synchronous speed of such motor at no load would be 750 r. p. m. If, therefore, the motor were found to be running not at synchronous speed but at a speed equal to 90 per cent of the synchronous speed, or 675 r. p. m., it would mean that but 90 per cent of the power received in the secondary winding by induction from the primary or stator winding of the motor was delivered to the pulley of the motor as mechanical power; the 10 per cent difference being lost in the secondary winding as a C²R loss. Similarly for other percentages of variation in the speed. If there were no other losses in the secondary or in the moving element of the motor, the efficiency of the motor would be equal to the speed in terms of per cent of synchronous speed. There are other losses, however, and the efficiency of the motor is therefore always less than the speed in per cent of synchronous speed.

There is a loss in the iron composing the secondary which is small at high speeds and relatively small in comparison with the copper loss at low speeds. There is also a loss due to the mechanical friction within bearings and the windage due to the speed of revolution of the rotating element. These losses are small and are practically constant for any load upon the motor, decreasing, of course, with any decrease in the angular velocity of the revolving element of the motor. The total loss in such a motor will therefore be made up of an approximately constant element comprising the primary iron loss, the secondary iron loss, the primary copper loss due to the magnetizing current, mechanical friction and windage; plus a variable element comprising the primary copper loss due to the load upon the motor or the working current and the secondary copper loss which two last-named variables increase nearly proportional as the square of the load upon the motor.

Good Power.

Under the above heading on page 246, March JOURNAL, in giving the details of a fast run, the statement is made that the grade was 5 per cent.

We are in receipt of several letters taking exception to the statement, and while the writer of the article, Brother De Laney, wrote in 5 per cent, a figure he writes us which was given him by an old runner, the figure should have been .04, or to be absolutely correct, a grade

of 20 per cent to the mile; but we desire to acknowledge our share of the responsibility. We should have read the article with sufficient care to have observed the error and have corrected it, but there are times when the rush of work makes us neglect the minute details involved, as in this case.

The introductory part of the letter was edited and then handed the stenographer to copy, and much of the responsibility should be charged to our sin of omission.

We hope this will satisfy our correspondents that there was no intention to misrepresent the facts. EDITOR.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

CLEARFIELD, PA., March 1, 1909.

EDITOR TRAIN RULES DEPARTMENT: The following question has been up for discussion and we would be pleased to have your opinion through the JOURNAL.

Train No. 30 runs from H to A. Engines 14 and 16 get the following order at A: "Engines 14 and 16 run extra A to H, No. 30 engine 6 meet extra 14 west at F and extra 16 west at E."

E is a non-telegraph station, and when extra 16 arrives at E they find extra 14 on the main track disabled so that they cannot proceed. Extra 16 can get around extra 14, but rule 94 says in part, "will assume the schedule and take the train orders of the disabled train." From the wording of this rule, unless there is a schedule to assume, as I understand it, it does not apply. In other words, extra 16 cannot assume extra 14's "right" and proceed against No. 30 to F.

MEMBER DIVISION 635.

Answer: There is no reason why extra 16 cannot represent extra 14 from E to F. In such a case it would be necessary, of course, to stop and notify any train which they might meet or pass between E and F, that they were representing extra 14 and that when extra 14 was ready to move from E they would represent extra 16 between E and F.

Rule 94 refers to a "train" and as an extra is a train within the meaning of the rule, it should apply to an extra train as well as to a schedule train. It is true that the rule does not specially state that it will apply to an extra train, but it does state that the disabled train will assume the *right* or schedule and take the train orders of the last train with which it

has exchanged and will, when able, proceed to and report from the next open telegraph station. This wording applies to an extra train the same as it does to a regular train, and it indicates that the committee who framed the rule had trains other than schedule trains in mind, else they would not have said "assume the right or schedule," as right refers to train orders.

In connection with this rule I wish to call attention to the fact that the rule does not say that the train *must* assume the schedule and take the train orders of the disabled train; but it states that if necessary it will assume the schedule and take the train orders of the disabled train. It is to be understood that if the train assumes the schedule that it must take the train orders and execute them.

JONESBORO, ARK., March 3, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give your ruling on the following: Nos. 371 and 372 are both second-class trains, No. 372 is superior by direction, Standard Code of Train Rules being in use.

Order No. 11: No. 372 will meet No. 371 at D. Order No. 12 reads, No. 372 will meet 1st No. 371 at C, and 3d No. 371 at E instead of D. Order No. 13 reads, order No. 12 is annulled. Where will No. 372 meet the different sections of No. 371? W. E. SMITH, Div. 442.

Answer: Order No. 11 makes a meeting point for No. 372 and all sections of No. 371 at D; order No. 12 changes the meeting point with first No. 371 from D to C and also changes the meeting point with third No. 371 from D to E; but it does not supersede or annul order No. 11 so far as that order refers to second No. 371, or in case of more than three sections on No. 371 it would not annul or supersede the right of the fourth or fifth section. So, under orders 11 and 12, No. 372 will meet first No. 371 at C, second No. 371 at D and third No. 371 at E, and in case of four or five sections on No. 371 the fourth and fifth sections would have a right to go to D on order No. 11.

In considering this case we must keep in mind the fact that the rules provide that an order or part of an order may be superseded or annulled, and when an order or part of an order has been superseded or annulled such order or part of an order becomes of no effect, regardless of any order that may be issued subsequently. Order No. 12 superseded only such part of order No. 11 as referred to the first and third sections of No. 371, leaving the order good for second and in case of more than three sections, good also for the additional sections to use to make D on for No. 372.

Order No. 13 annulled order No. 12; this had the effect of canceling the meeting point of first No. 371 at C and third at E, but it had no effect on that part of order No. 11 which order No. 12 did not supersede (the part referring to second No. 371 and fourth and fifth No. 371 in case of more than three sections).

When it is possible to do so each section should be mentioned in an order, and then in case the meeting point has to be changed it does not complicate matters. We fully realize that it is not always possible to know in advance whether there will be one or more than one section on a schedule and it was for this reason that rule 218 was found necessary in order to outline the action to be taken when an order simply named a train by its schedule number alone, and instead of one train representing the schedule several sections would be using the schedule.

Rule 218 reads as follows: "When a train is named in a train order by its schedule number alone, all sections are included, and each must have copies delivered to it." Under this rule every section of No. 371 must have copies of order No. 11 delivered to them, and this order will be authority for them to go to D for No. 372 unless the order is superseded to each section.

ANNISTON, ALA., March 5, 1909.

EDITOR TRAIN RULES DEPARTMENT.
Please find enclosed an order over which there has been some difference of opinion.

Order No. 12: "Engine 810 will run extra Ninth street to Attalla ahead of all trains. Engine 810 will work as an extra between Attalla and Ivalee, and has right over all trains."

Ivalee is northern end of limits, Attalla the southern. No. 85 south-bound first-class train arrives at Ivalee; we have siding cleared of wreck and extra 810 is into clear with markers up. Is it necessary for No. 85 to have the annulment of order No. 12 or have they a right to proceed because they see extra 810 into clear with markers up?

I contend that no train has a right to use the track between the points named until order No. 12 is annulled. Example form "C" reads: "This gives the word extra the exclusive right between the points designated." "Exclusive" as I understand it, excludes all trains. The fact that No. 85's crew sees the work extra into clear with markers up does not alter the order as I see it. Please put me right if I am wrong.

Rule 218 (5) reads: A train or any section of a train must be governed strictly by the terms of the orders addressed to it, and must not assume rights not conferred by such orders. Div. 407.

Answer: A strict interpretation of the order forbids any train from entering the limits while the order remains in force, unless it holds orders to meet, or to run ahead of the work extra.

The fact that work extra 810 is into clear at Ivalee when No. 85 arrives there is not sufficient to permit No. 85 to proceed ahead of the work extra. Rule 86 requires that an inferior train clear the time of a superior train in the same direction not less than five minutes. The rule refers to an inferior train whether it is inferior by train order or by schedule, and as work extra 810 is superior to No. 85 within the limits named, No. 85 must keep out of the limits unless it gets further orders.

The rules are wrongly applied a great many times for the reason that many railroad men are under the impression that rules 86 and 87 refer to superiority under time-table only; but by referring to rule 71 you will find that a train may be superior to another by right, class or direction. This rule states that right is conferred by train order, and class and direction by time-table. Right is superior to class or direction, so we find that the order held by the work extra makes it a superior train to No. 85 within the limits.

Knowledge of Business Essential to Success

OPELOUSAS, LA., March 8, 1909.

EDITOR JOURNAL: I am a reader and lover of the JOURNAL and some years ago contributed to its columns, but "circumstances have since prevented."

I have read the article of Bro. Geo. W. Teasdale, page 247, March edition, and sanction all he writes. It is the plain, simple truth and nothing else. 'Tis useless to comment on his able article as a whole. Let every engineer read it and I dare say the "shoe will fit" many of us. The last two paragraphs are only too true, and when in closing his article he writes, "Wearing the insignia of this Order does not constitute all which is expected of its members, and a remedy such as an examination touching upon the qualifications of the applicant would be in order before such emblem is allowed to be worn," he expresses my idea exactly, for we must confess there are engineers wearing a big "E" who, according to our Constitution and By-Laws, are not justly entitled to do so. The mere fact that an applicant is a "good fellow" or "was my fireman" does not justify the end.

We must not lose sight of the fact that there are mechanical as well as moral restrictions as to who is eligible to membership, and it is a serious reflection on the Brotherhood to have an engineer seek-

ing employment and possessed of everything to which our Order entitles him except knowledge of his profession.

It is, indeed, unfortunate that we have no law looking into the qualifications of applicants other than moral. When we hear an engineer say the balance strips are between the valve and valve seat; another cannot tell which leads, the crank-pin or the eccentric; and another, noticing the electric headlight making a green glow from excessive speed, says "it's the condensation working out," can we but agree with Brother Teasdale and ask that something be done to prevent the initiation of such applicants?

FRANK E. WOOD.

Work Report.

SIoux CITY, IA., March 4, 1909.

EDITOR JOURNAL: Relative to the article of "Terminal Work Report," by G. W. Teasdale, I agree with him in most cases, but not in all. The mechanical departments of some of the railroads are themselves to blame for the condition into which the engineers have fallen. They have paid very little attention to the men they hire as firemen and when they were promoted they went through a set list of questions and answers on machinery and air-brakes. They don't start to study about their work until a few weeks or months before they are to be examined, and who can blame them very much, as the conditions nowadays are not such as to encourage a man to study his work as he ought to.

I have seen engineers make out work reports that were correct in every way, and how much of the work do you suppose they did? Not any. But, as the engines were not leaking, it was passed over. It is this way in some places, not in one case but in most cases.

I have heard it said by general foremen and roundhouse foremen that an engineer who reports every defect as he found it was no friend of theirs. I have seen reports on work on engineer's report time and again such as filing brasses, valves, and packing blowing, and engine very lame. If an engineer keeps on reporting these same things trip after trip is he not going to get discouraged after a while and not care only enough to keep himself from getting into trouble?

I am sorry to say I am not working under as good conditions as Brother Teasdale tells about, having everything done for you.

If a little more attention were given to the human factor of the engineer better results would be had. I don't blame the mechanical department for not wanting

to have to do a lot of unnecessary work in looking for defects in the ambiguous way an engineer reports his work. If this man keeps it up, send him up to be instructed and find out if he knows his business properly.

When engines are turned out of the shops, as they often are, in such a poor condition that you can't expect an engineer to fall in love with them when he finds how poorly the work has been put up on some engines, making it necessary for him to fill more than one work report slip. But just watch and see if it does not take a few weeks before any of it is done.

I would like to see conditions improved in both engineers and the mechanical department in operation and care of the locomotive.

Yours fraternally,
C. F. SUNDBERG, Div. 490.

Official Indifference Breeds the Disease.

SOUTH PORTLAND, ME., March 4, 1909.

EDITOR JOURNAL: I have read with interest the letter of Brother Teasdale in the March JOURNAL. Brother Teasdale has written many good things for the JOURNAL and this last effort is right, in a way. I admit a great number of engineers are careless about making out their work reports and I can say with candor that the average roundhouse gang are the same about doing work that is reported, even though it be intelligently reported. I have been in both places and have seen repairs done with the pencil.

It is a sure thing that indifference on the part of the motive power officials regarding the condition of the power, be it through poverty or otherwise, will breed the same spirit among the men.

Brother Teasdale says the engineer of today has a good time, etc. Perhaps he has, but I know of very few who wouldn't gladly go back to the old regime of regular engine with its extra work in preference to the pool system, as practiced under my observation.

The Brother says he has but to report wedges and rods set up and it is done. I have been out of the business several years, but have been near enough to the scraps to know that wedges needed setting up. The officials are daily reminded that they needed setting up; could hear them miles away. Close contact showed $\frac{1}{4}$ -inch to $\frac{1}{2}$ -inch lost motion, with 180 to 200 pounds of steam to take it up. Is it a wonder that men get indifferent?

Possibly there are some roads which will do all he cites. If so, the neglectful engineer should be severely censured. But in this locality they simply will not do necessary work.

Again, they do not in most cases facilitate a pit examination, as the engine is

taken off main line by hostler, or train is hauled onto a turn-table track and left, and the crew lug in the cans and tools.

Surely the company would not be willing to pay the engineer to wait until the engine is put on the cinder pit that he may inspect it properly! Who, then, is it up to? Of course, the man that is on to his job will notice and report many defects that in going over the road will present themselves, and if the work is not done he at least has done his duty; but work undone and the old saying hold good, "Familiarity breeds contempt."

Again, our Brother says officials do not expect impossibilities of the men; but are they not doing so when an engine is sent out with tubes leaking or cylinder and steam-chest joints and rod packing leaking so badly that one cannot see the head end of the engine?

More could be said on the subject, but enough has been said to let the Brothers know it is not always "the other fellow." I have stated the facts of the case from the observer's standpoint.

J. V. N. CHENEY, Div. 40.

Shop Reports and Work Done.

MACON, GA., March 4, 1909.

EDITOR JOURNAL: I have been reading Brother Teasdale's letter on engineers' terminal work report. I think that there is room for improvement on both sides—the engineers with their work report, and the shop force doing the work reported with the proper tools instead of a pencil, for they are as handy with the O. K. as with tools in most shops. An O. K. will not stop a piston from blowing or make an engine steam; and I think if the engineers would do a little more work with the pencil and the shop force with the proper material and tools, then they would have better engines.

The Brother states that the engineer today has an easy time compared with the one under the regular engine system, which is not altogether a thing of the past on all roads, for I am running a regular engine now for the first time.

I will take the regular engine every time and do the extra work that the Brother states is done in the shops, for nine roads out of ten where they have the pool system, all the company wants out of an engine is for it to get over the road, and they do not care how it gets over, either. I think the Brother is wrong when he says that an engineer's work has decreased, for the engines are larger and the cars heavier; the trains are twice as long, and the hours were not limited until the 16-hour law cut them down.

No, Brother, we are pulling twice the

train, and everything else has increased in proportion except the pay.

The Brother states that we are the highest paid servants of any class in engineers' circles, excepting the marine engineers, but in that position you have got to know.

Well, all men may not know their business, but if an engineer tries to get over the road on any of the trunk lines today with the battleships, with conditions against him, he had better know, or the 16-hour law will find him not many miles away from where he started with several draw-heads out; for the day has come when an engineer's work will tell. It doesn't take a course in a correspondence school to haul 100-ton capacity cars with a battleship; but it does take a good engineer, even if he cannot tell why the pump pounds; and I think the Brother is slightly off about an engineer on a locomotive being the highest paid engineer. He gets the poorest pay of all, for the danger and responsibility and hours he works. No, Brother, the locomotive engineer is not overpaid; but, thanks to our noble Order and our Grand Chief and his noble assistants, we are holding our own.

Fraternally, J. F. HEYSER, Div. 210.

A Word to Young Runners.

MONROE, LA., Feb. 9, 1909.

EDITOR JOURNAL: The writer is not an old runner by any means, but experience induces me to say that one of the hardest things for a young runner to learn is to let good enough alone. He usually monkeys with his wedges, rods, diaphragm, or something that if left alone would answer a better purpose. He cannot be too careful about oiling, but this does not mean to wash your engine down with a half gallon of oil at beginning of a trip, and let her run until the babbitt melts. At every station, if he has time, he should put a few drops of oil on every wearing surface and lay his hand on parts most liable to heat.

Another thing he will find to be satisfactory to himself is to give his engine a thorough inspection before starting on a trip. The engineer who inspects his engine carefully and replaces the lost nuts and bolts and keys and tightens the loose ones, looks for defects, is seldom in trouble. The engineer who is familiar with regular and equal exhausts of his engine often detects a lame exhaust in time to avoid a serious accident to his engine. A defect in the valve motion, loose eccentric, strap bolts, blade bolts, loose valve stem key, a broken valve yoke, will cause an imperfect exhaust; but brakeworks occur after the engineer

has done everything to prevent accident.

In case of accident the engineer will obey rules regarding signals, flagmen, etc., will not neglect his boiler while working on his engine.

Now, Brothers, if your engine is in the ditch and the crown sheet is not protected, kill her. All well equipped engines are supplied with a sufficient number of jacks, tools and blocks to be used in case of accident, and every thoughtful engineer will see that his engine is supplied with such things before starting out on the road.

With best wishes to all of our Brothers,
I am W. L. HAMMOND, Div. 326.

Have Engine Shop-Inspected Underneath.

MOBERLY, MO., March 3, 1909.

EDITOR JOURNAL: I have just finished reading an article on page 247, March JOURNAL, by Brother Teasdale, Div. 547. I have been in main line service as locomotive engineer on Southern Pacific and Wabash Railways since 1893, and I am now, according to Brother Teasdale's terms, one of the unfortunate (?) chaps and make my living on a regular engine on the Wabash Railway.

I ran a regular engine on the Southern Pacific Railway out of San Antonio and El Paso, Tex., about a year before the engines were pooled there, as well as ran extra for about four years; and then after the engines were pooled ran seven years in the pool. Have been running for the Wabash Railway five years, the past two years with a regular engine, Richmond cross-compound, and in my feeble way would like to say what I can in defense of the average engineer against the attacks of such writers as Brother Teasdale which, of late years, are getting quite common. At the same time I realize that there are instances such as Brother Teasdale sets forth; but the picture is, in my opinion, entirely overdrawn as applied to the average locomotive engineer of today. In the first place, it is an established fact that where there is an effect there is also a cause. Now, the question is, what is the cause?

Brother Teasdale says at nearly the beginning of his article that, "General conditions of service today prevent the careful inspection of engines on the road."

I agree with him fully on this point; and with many types and, indeed, I may safely say all types of locomotives, it is absolutely necessary to go underneath an engine to properly inspect the machinery, and this in many types of engines is impossible unless engine be placed on pit; and in other types where it is possible to go underneath it is worth almost the

price of a man's life to get underneath, while on the coal-up tracks where we usually leave engine, as conditions are in many of our terminals today. Hence, it seems the only reasonable or practical way out is to relieve engineer of responsibility of underneath inspection of engine (as is done on the Wabash Railway) and have engine thoroughly inspected underneath by a roundhouse inspector after engine is put over pit.

Brother Teasdale asks, "Why are enginemen so indifferent about the condition of engines at terminals," etc.

Now, from personal experience running over more than 20 years, I believe I can truthfully say it is due entirely to conditions we are working under.

Brother Teasdale says, "The engineer of today has a good time when compared with the chap who ran an engine under the regular engine system," etc.

Of course, I am not familiar with the conditions of engines on Brother Teasdale's road, and judge they must be vastly superior to conditions on most roads that I am familiar with which pool the engines. He says:

"Headlights are filled and lighted before engine goes out of house." Well, that is done with us with regular engines, and I will add that in the great big majority of cases with the pooled engine and oil-burning headlight it requires an expert to say in the night if it is a headlight coming or a lightning-bug out for his evening exercise.

"The grease cups are filled for him," etc. The same is done for us with regular engines; and I might add that whether engines are pooled or not, if engineer doesn't give them some personal attention he is sure to have trouble sooner or later with hot pins and, besides, lose about one-half the grease plugs of each division, as the roundhouse man who does this work usually fills such cups as are easy of access and lets the others go; and then again he seems usually to be too tired to pull the plugs or jam nuts down tightly enough to keep plugs from loosening out and to see how many he can possibly get in cross-threaded.

"He has but to report wedges set up and rods keyed, and it is done." Well, for my part, I prefer to set up the wedges and key the rods on the engine I run to having it done.

My experience with work of this kind being done in the roundhouse justifies me in saying that oftentimes the wedges are either set up too tightly and cause box to stick and run hot or are entirely too loose; and in about 50 per cent of the cases where adjusted by roundhouse force nuts will come loose on wedge bolts and wedge come down on road.

"He never has to fill a torch with wicking." Might add that in many instances we would be only too glad to do so, if we could only get a torch to fill.

"Cans and tools are taken from and put back on engine." Again I can truthfully say from actual experience that if ours are not put back on, what is left of the other fellow's is, and very little care usually exercised in handling the cans, etc., so they are frequently returned leaking and spouts in bad order, and with very little opportunity on our part of getting repairs made very soon, and often no new cans to be had; and again I have known instances where we are only allowed one hand-oiler on an engine, and if we were so unfortunate as to drop it or allow it to fall and break the spout or handle off, why, there you are with nothing at all.

"Red lamp for flagging purposes looked after," etc. Sometimes and occasionally it will burn, but I am forced to say that it is often fit company for the headlight, and is chiefly notable for its utter unreliability when needed—a sad condition of affairs surely, and one that I was never acquainted with when we ran regular engines and were required to take care of lamps, cans, etc.

Now, I would like to ask Brother Teasdale, or any other reasonable man, how on earth he can expect the modern engineman to get very deeply interested in his work surrounded by the conditions above set forth and supplemented by a different engine to run each trip whose condition is anything else but ideal, with nothing on her for the comfort or convenience of the men required to fire and run her, and all the tonnage she can drag tied on behind; or, if on time freight, with a schedule so fast for tonnage hauled that it is a fight to make time from start to finish.

I don't think our Order is burdened with many who imagine that "wearing the insignia of this Order is all that is required to make an engineer."

I hope the above conditions do not appear on Brother Teasdale's road; but it is a fact that they do appear on some of the trunk lines of the country and that our Brothers are often censured for a seeming lack of interest in matters connected with their work, when the truth of the matter is that the actual conditions under which they work do not foster a greater interest nor allow them to do differently when they would like very much to do so; and I believe in "Justice to all."

And, furthermore, with the younger generation of engineers growing up under these adverse conditions, he will surely have to be up and doing all the time if he manages to keep out of trouble.

W. C. PARSONS, Div. 86.

The Journal

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CHARLES H. SALMONS, - Editor and Manager

Address all matter for publication—Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses to C. H. SALMONS, S. G. E., 301 Society for Savings.

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Advertising Department.

All correspondence relating to advertising in this JOURNAL should be addressed to W. N. GATES, 409 Garfield Building, Cleveland, O.



APRIL, 1909.

The Confession of a Signal Man.

The *Atlantic Monthly* is publishing a series of articles by James O. Fagan, who claims to be a tower man. The articles appear under the common head of "The Industrial Dilemma," with four subheads for a similar number of articles which are: "The Railroads and Opportunity," "The Railroads and Education," "The Railroads and Publicity," "The Railroads and Progress."

The second of the series is of such a nature that we have received a number of letters requesting that some expression be made relative to the character and manner of presenting the subject.

The *Atlantic* in advertising the Fagan series of letters says, "Fagan believes that the great need of the day is a fearless description and analysis of labor conditions by men who are actually behind the scenes,"

How Fagan in a tower throwing switches knows what is going on behind the scenes, we can hardly imagine. Men in the tower do not usually have very close relations with officials behind the scenes, and evidently know little in relation to what occurs behind them; but we mistrust that someone behind the scenes, and those as well who have nothing to do with railroads officially, have told Fagan what kind of a picture to paint of things behind the scenes, and that a true picture is not a consideration in the painting, but one that will lead the public to believe that organized labor is a menace to society, that it dwarfs liberty, hinders opportunity, and is indifferent to the welfare of the country.

That organized labor is in the way of some men who presume as employers that they possess all the rights and privileges, we will concede; and this is the class that is furnishing the brains for Fagan's series.

It is well to understand that the publishers of Fagan's letters are interested themselves in the kind of picture Fagan paints, as the *Atlantic* is a Typothetae publication and belongs to the Parry-Post-Van Cleve order of thinkers, and the Manufacturers' Association who are also issuing various publications in what they call educating the public on the evils of organized labor.

The *Atlantic* says, President Eliot, who wrapped the American flag about the strike-breaker as an ideal representative of American liberty, has invited Fagan to lecture at Harvard University this fall.

This class are, of course, glad of the opportunity to publish Fagan's articles because the articles are in harmony with their own efforts to destroy even the reputation of the organized labor elements which stand in the way of their running their business as they see fit, without regard to the welfare of anyone but themselves, and they stand ready to employ any means to that end.

The character of Fagan's second paper which appears in the *Atlantic* for March is such that we believe it but consistent to apply to it what ex-President Roosevelt said of certain papers and periodicals:

There are certain periodicals owned and controlled by men of vast wealth who have gained their wealth in evil fashion, who desire to shift or twist the honest expression of public opinion, and who find an instrument fit for their purpose in the guided and purchased mendacity of those who write for such periodicals.

Fagan's articles from start to finish have for their purpose discrediting the organizations employed in the great and dangerous business of conducting the transportation on our railroads. That Fagan has been coached by those who would prefer someone in a tower to pull the chestnuts is a self-evident fact. It is an effort to "shift and twist" the truth, as Mr. Roosevelt says.

After a lengthy discussion of the position of the railroad manager Fagan says:

In the process of enlightening and educating public opinion, the time has come for the manager to give an account of his stewardship. In a word, is he nowadays to be called a manager or simply a slave to a cut-and-dried schedule of arrangements which he has entered into with organizations of his employees, and in which, it is claimed, the public interests have been sacrificed? Is the manager willing to publish and comment on these agreements for the information and education of the traveling public?

Fagan is very careful not to touch upon the causes which led to the organization of the men in railroad service—that self-defense was the spirit that moved men to join forces in the one common cause of justice. That is not his intent nor the intent of those who prompt him. There are managers who would no doubt tell the public all about these contracts, and some would doubtless desire to paint a Fagan picture of them; but we unhesitatingly say that no manager could do so with truth, and fail to acknowledge the necessity of these contracts for the guidance of the hundreds of officials who have immediate supervision of the men on the various sections of our great trunk lines, so as to insure that the employees will receive the treatment he himself has conceded to be right.

Fagan then talks glibly of an arbitration case between the Brotherhood of Locomotive Engineers and the Pennsylvania Railroad Company, that Chairman Knapp of the Interstate Commerce Commission and Dr. Charles P. Neill, Commissioner of Labor, were the mediators, and says: "From published reports of

the proceedings it is evident the engineers are dissatisfied with the discipline that is administered."

That is a misrepresentation of the whole subject. Why does he not tell what was submitted, and the findings of the mediators? No, the truth would destroy the purpose of Fagan's whole article.

Fagan then quotes from the *Santa Fe Employees' Magazine*, from an article written by one of Fagan's own kind. It consists of a pipe-dream of some sliding scale to be used in relation to reporting infraction of rules. Fagan now thinks he makes a dagger thrust, but is very careful not to tell where it happened. He says:

Some time ago the adjustment committee of one of the largest unions of railroad employees paid an official visit to a railroad manager and said to him in substance: "For the future we desire to establish the rule that no employee in our department shall be permitted to consult or confer with a superintendent on matters relating to his work except through the medium of the adjustment committee."

Every railroad man, including Fagan, knows that this statement is untrue, and that there should be substituted for *his work* right to runs and rates of pay—a contract the committee made—and, of course, do not desire even a superintendent to work a scheme to lower wages, or allow some associate to get a place he is not entitled to by any underhanded means. There are people in every walk of life who need some rule to guide them other than their own desires. Our statutes are filled with law for such purposes.

Fagan then—always careful not to give the name of the road—tells a tale of officials going to an out-of-the-way place and building a fire in close proximity to a bridge, and then waiting to see what the engineer would do in a surprise test. He tells a graphic story of smoke in the eyes of the engineer of an express train, who went over the bridge without stopping. Then another train came along and the engineer, as soon as he saw the smoke, blew the customary *fire signal* and brought his train to a standstill.

With the first engineer the manager is quoted as saying:

That he was very sorry he could not remove him from the service; and that with the second engineer, the manager thanked him and gave him

a month's leave of absence with pay; but that the Brotherhood (B. of L. E. of course) took the matter up and informed the manager that he would have to cancel his disposition of the case—that no allowance either in time or money would be sanctioned by the Brotherhood to any man for doing his duty.

This story is told for the sole purpose of making it appear that discipline is impossible because of the organization, which is not true, if discipline is for infraction of any rules or law.

Fagan then turns to politics and quotes the manager of a western railroad as saying:

Silence is the last stand of the American railroad manager. To express opinions or assert ourselves in any way would cost millions. The revenues of the railroads today are at the mercy of the political schemers, who, upon occasions, *make a deal at our expense with our own flesh and blood—with our employees.*

That statement is so far from the truth that we will not dignify it by further comment; but, for dastardly statements having for their purpose biasing public opinion, the following, which carries with it an inference that is a plain untruth, caps the climax.

For example, if I were to make a public statement that the inspectors employed by the Interstate Commerce Commission are nearly all of them discharged employees, do you think it would shock the public's sense of fairness? Not a bit of it.

The above is a nasty reflection upon a class of men selected because of their superior intelligence and expert knowledge of the work they are to perform. It is also a fling at the commission and certainly inspired by some other than a man content to remain in a tower throwing switches, and is unworthy of anyone who has the least regard for truth. The *Atlantic* may glory in having the opportunity to feed this mendacious mess to its readers, but we believe that the average reader will readily discern the motive, as they will the lack of truth.

Fagan, and of course the *Atlantic*, thinks it is preposterous that 75,000 firemen should desire to have ash-pans equipped with some device which will obviate the necessity of crawling under the present-day massive locomotives to smother in the gases and endanger their lives to clean the ash-pans; but we think about one dose of the performance of that duty would convert even the owners

of the *Atlantic* that some means to clean ash-pans, other than crawling under the engine to clean them with a hoe, was a necessity, and certainly is in the interest of safety, if Fagan, the *Atlantic*, and railroad managers think a fireman's life worth saving. Fagan says:

Speaker Cannon and Vice-President Fairbanks were bombarded with telegrams to the effect that 75,000 firemen demanded the passage of the ash-pan law. This could only be done by unanimous consent, but it was done thereupon and the law passed both the House and Senate and was signed by the President, who sent the pen to Grand Master Han-nahan. The railroads must now foot the bills.

Of course, we know Fagan is not interested in the welfare of firemen. He is safe in his tower; but the passage of the law may in some way affect his perquisites for his picture of the tyranny of railroad labor. Incidentally, the Senate, House and President came in for a large share of Fagan censure, but they can stand for any law they may make in the direction of humanity better than Fagan and those behind the scenes can for what he is trying to feed the public.

Fagan then tells of a train having its schedule time changed five minutes on the demand of employees in some office, which has all the ear-marks of a manufactured misrepresentation to show that the officials cannot manage even the schedule of their trains, and follows it with a long discussion of conditions on the Alton road, the only one mentioned, in which he gravitates into co-operation, discussion, and by this long route gets back on to his hobby of seniority. He represents himself questioning an official of that company, the meat of which is in the following:

Is there any way, so far as you know, by which you can single out a good man and favor him? Can you increase his pay, promote him, or distinguish him above or at the expense of the shiftless worker?—If not, then you deliberately advance a man, perhaps a drone, regardless of his qualifications, over the heads of good men, simply because he happens to be their senior.

Any man that knows enough about railroad practice to even throw switches from a "tower" knows that the above statement is false in every particular. Our seniority rule is applied civil service and antedates that of the U. S. Govern-

ment civil service by many years, and was adopted from the same motives, to prevent the spoils belonging to some individual because he happened to be an officer. No drones are advanced over good men; each man keeps his place in the service. If a better train is put on, the oldest engineer in the service is entitled to it unless it can be demonstrated that he lacks ability to perform the service. In that case, the next oldest man is moved up. It is not optional with the officer and ought not to be, in the interest of the railroads and public safety.

The rule was made because favoritism assigned men to the most comfortable and remunerative places without regard to fitness for the service, and its tendency was to demoralize the whole service of the company and increase the danger to the public and the company property.

In the early period of the Brotherhood of Locomotive Engineers, and preceding its organization, officials changing from one road to another took their gang of supporters with them and displaced the oldest men in the service, giving the places to their followers, and there was no stability of position, and consequently no incentive for co-operation in conducting the business. In fact, it was one of the mean things which contributed most to the desire to organize an association in self defense; and the necessity for the rule has grown with the consolidation of railroads and the number of officials with personal interests to conserve, if they could do away with our civil service (seniority) which gives reasonable permanence to the position of an engineer.

As for promotion to official place, there is no rule in the way. Anyone may be selected—drones or wise men—and whether they belong to the B. of L. E. or not. We have hundreds of members holding official places, and we are proud of it. Fagan says:

The men seem to think the very existence of the union on the railroads is dependent upon the enforcement of the seniority idea to the letter; and they are right, while the men and the management continue to be antagonistic forces.

In the above Fagan states but half the truth, as seniority means not only the preservation of the organization but the

preservation of the wage scale involved in the contracts with all the railroads. With the seniority rule eliminated there would be nothing to prevent officials from going back to the conditions which obtained from 1860 to 1880, when the youngest man, without experience, was often favored with the most important place, with utter disregard for the good of the service or danger to the public.

Fagan tries to make it appear that it was outrageous for a committee to wait on a manager and request that the wage scale should be fixed by the committee representing all the men, and that no individual should be allowed to negotiate such conditions. When officials could assign anyone they pleased to any place they pleased, two things followed: usually the first was a price fixed between the official and the man much below what the service was worth, and which would not be accepted by one of proper experience, hence (civil service) seniority would have no part in the consideration, and a man be assigned to the train or run without regard to age in service, experience, or superior intelligence, but be a means used to establish low wages and mean conditions of service.

The strike of the postal employees, on in full force in France at this writing, March 20, and distressing the business and social conditions of the whole nation, was brought on through the official liberty Fagan contends for, by arbitrary appointments and arbitrary and unjustified punishments, the strikers objecting to appointments—based on good points which spell favoritism, and punishments with no right of appeal, a condition brought about by the autocracy of one man in authority who will no doubt be made the scape-goat, and the strike settled by establishing civil service and applying the kind of rules for the government of the officials in dealing with employees, the organizations in the public service of our railroads have learned by years of experience are necessary to good service, to peace, and to a living wage.

Relative to our contracts with these great companies, with their hundreds of

officials, we invite criticism but we desire honest criticism, and, of course, that will eliminate Fagan.

The more our lives and conditions as railroad operators are studied, the more obvious will become the necessity for rules signed by both parties for the government of both factors in a contract covering all conditions of service.

The 16-Hour Law Discussion.

Owing to the insertion of the Division Addresses in this issue we were obliged to hold out several letters, the latest arrivals, on the subject of the 16-hour law. Our request for the further discussion was based upon the defect in the 16-hour law and not on personal interest affected by it. This phase is a matter for negotiation with local officials, and Brother Ballard of Div. 232 is right in saying that it is a matter for Subdivisions and Committees of Adjustment. If runs can be made to fit the 16-hour conditions without detriment to the business of the company and better convenience the men in train service, we know of no good reason why the officials would not consent to the change. We said before that we believe the law could not be repealed, but if its defects were shown and did not increase danger, that Congress would amend it. So if there is further discussion let it be on the question of amendments, and give reasons why it should be amended.

Links.

COME to Elkhart, Ind., to the union meeting, April 27 and 28, 1909, and help us celebrate the 25th anniversary of the organization of John Hill Div. 248.

The program will consist of a series of secret meetings and a public meeting in the Opera House, in which good speakers from the Grand Office and from the railroad world will take part.

There will be a grand ball on the evening of April 27, and other interesting features.

The L. S. & M. S. and Big Four Railroads will honor requests for transportation for employees of other lines which may reach them through the regular channel.

Hotel rates are from \$1.25 to \$3 per day, American plan; and rooms without meals can be easily obtained.

The Ladies' Auxiliary will hold a meeting at the Elks' Temple, April 28, at which it is hoped to have one of the Grand Officers.

For further information, write to J. H. Calkins, Chr. Com., 129 Division street, Elkhart, Ind.

A UNION meeting of the B. of L. E. will be held in Atlantic City, N. J., May 29, 30 and 31, inclusive, on the new steel pier, the theater upstairs exclusively for the G. I. A., and the casino downstairs exclusively for the B. of L. E. The Grand Officers are expected to be present. This, no doubt, will be one of the most enjoyable union meetings held in the eastern section of this country.

It is to be hoped our Brothers and their ladies will embrace this opportunity of visiting Atlantic City, N. J., possibly the greatest seashore resort in the world.

Very reasonable rates are being made at nearly all the leading hotels, full details of which will be in the May JOURNAL.

Anyone wishing further information can obtain the same by writing to the secretary of the committee, Samuel N. Morton, 11 S. Virginia avenue, Atlantic City, N. J.

THE second quarterly meeting of the B. of L. E. of the Pennsylvania system west of Pittsburg will be held in Cleveland, O., the fourth Sunday in April, in the Hanna Block, corner of Woodland avenue and East 55th street.

All B. of L. E. members and their families are cordially invited to attend.

Bro. W. S. Stone, G. C. E., will be present and address the meeting; also other prominent men will be present.

Refreshments will be served.

W. U. JOLLEY, W. KING,
W. S. DENSLOW, B. B. GRAFTON,
Committee.

A UNION meeting of the B. of L. E. will be held in Lincoln, Neb., June 29 and 30, 1909, under the auspices of Div. 98.

Grand Chief Stone and other Grand Officers are expected to be present; invitations have also been issued to the heads of the O. R. C., the B. of R. T., the B. of L. F. & E., the G. I. A. to the B. of L. E., and the E. & I. A.

Hotel accommodations are ample, Lincoln being one of the best hotel cities in the Middle West; rates will be reasonable and no one will have cause to complain.

Transportation will be through the

usual channels (through operating officials of roads where employed).

Fraternally yours,

Committee of Arrangements,

BRO. H. L. BEATTY, Chairman,
H. WIGGENJOST, Secretary.

BRO. F. T. SEAVERN, C. E. of Chicago Div. 96, and our delegate to the Columbus Convention, has been appointed road foreman of engines on the Wisconsin division of the Chicago & North Western Railway, with headquarters at Chicago.

The officers and members of Div. 96 are very sorry to lose Brother Seaverns as Chief, but glad to see him advance, and we all hope he may have success.

G. J. MCKINLEY, F. A. E. Div. 96.

BRO. J. C. ARMSTRONG, a prominent and progressive member of Subdivision 59, was elected on March 16, 1909, as mayor of Hudson, N. Y., by a handsome majority, which indicated his popularity among the residents of this thriving town on the banks of the Hudson River. All the members of Subdivision 59 as well as all employees of the Boston & Albany Railroad extend him hearty congratulations and wish him success.

Fraternally yours,

W. HUGHES, F. A. E. 59.

ORGANIZATION of Subdivision 777. A movement was set on foot a short time ago to organize Subdivision 777 of the B. of L. E., at Bogalusa, La. The originator of the plan, Brother Reed, sent out petitions for every member of the B. of L. E., and also eligibles to sign, so as to be able to get a charter, for which we all joined and co-operated, and after three months Brother Reed finally landed our prize.

So we directed our steps to Bogalusa, La., and on the 7th of March, 1909, at 1 p. m., fifteen Brothers gathered and the organization proceeded by the election of officers and the initiation of one Brother into the new Division which we voted to be Ozone Subdivision 777.

The task of organizing the Subdivision of the B. of L. E. fell to the lot of Brother Miller, C. E. of Div. 426, and we do not think that a better Brother could have been picked for the work. Brother Miller, in a short address outlined a good policy to be pursued, and gave us some excellent advice as to our duties to the Order and toward each other. Our newly elected C. E., Brother Reed of Div. 777, is the right man for the place, and we think he will try to make our Division one of the banner Divisions

of the South, and every Brother we trust will try to help him succeed in doing so.

In respect to the newly elected officers of this Division, we believe each and every member will stand by our Brothers in whatever they may have to contend with. They fully understand the responsibility devolved on them as officers of the grand old Brotherhood, and we intend that Subdivision 777, B. of L. E., shall make a place for itself in the history of the Brotherhood to the honor and glory of its membership.

Fraternally,

C. J. HESLIN, Acting F. A. E.

ON Washington's birthday, February 22, Subdivision 411 held their third annual grand ball at the Parnly ball-room, Painesville, O. One hundred couples danced to the excellent music furnished by Hurley's Orchestra. The ball-room was beautifully decorated with flags, lanterns, hatchets and pictures of George Washington. Beautiful souvenirs were furnished by the Elgin National Watch Company, the Webb C. Ball Watch Company, the Hamilton Watch Company, and Bro. F. S. Peters, the man who makes the best union-made overclothes.

The ball was a grand success, both socially and financially, through the efforts of Bros. C. R. Spaulding, J. T. Wolff, and E. J. O'Herron.

A MEMBER OF 411.

IN response to an invitation by G. I. A. Div. 259, there were assembled at Rossini Hall, Portland, Me., on Saturday evening, February 27, 1909, a goodly number of the Brothers of Div. 40 with their families.

About 175 people, young and old, assisted in the ceremony of unloading the tables, and the rapidity with which this was accomplished reflects credit on the committee, ably headed by Sister C. O. Waterman.

The ladies were all dressed in white, making a pretty picture.

The Reverend Mr. Colpitts and Mrs. Colpitts, of the Congress Street Methodist Church, were the guests of the evening, being introduced by Sister F. Carter, Past-President of Div. 259, their table being decorated with carnations. Rev. Colpitts invoked the blessing.

After the first hundred had done justice to the good things they repaired to the hall below where later on an entertainment was given by local talent and greatly enjoyed by all present.

Rev. Colpitts made an address and thanked the committee for an enjoyable evening.

Several of our Brothers and Sisters attend his church, in which a second special service will ere long be given to Div. 40 and families.

J. V. N. CHENEY, Cor. Sec. Div. 40.

ON January 3, Omaha Div. 183, B. of L. E., held a special meeting at 2 p. m., the occasion being a visit from Assistant Grand Chief H. E. Wills, who addressed the meeting for three hours, and gave one of the best Brotherhood talks that it has been the pleasure of the members in this vicinity to hear for some time. There were about 35 members present at this meeting and they all expressed themselves as very much pleased with the talk given by our Assistant Grand Chief. It is to be hoped that this will not be the last visit of a Grand Officer to our Division, as Brother Wills's address enlightened a great many of the Brothers in regard to facts that they did not know or understand before.

Owing to a misunderstanding in the arrangements with the members of the Brotherhood at Grand Island, there were very few here from that point, which was very much to be regretted, as the Brothers there do not often have a chance to hear a Grand Officer, especially one who can speak to them as did Brother Wills, but they trust that when he again visits this vicinity they will have the pleasure of meeting him and we hope that such another visit may not be far distant.

Fraternally,

C. H. HODSON, Div. 183.

THE members of Div. 703, Teague, Tex., feel deeply grieved by the resignation of our superintendent, John J. Flynn, who goes to the Houston Belt & Terminal Co. as vice-president and general manager. Mr. Flynn came to us the early part of 1907 well recommended by members of Div. 23, at Memphis, Tenn., and he has proved to be all they said, and more.

Soon after coming to this line cases were brought to his attention showing that three of our worthy Brothers had been retired without proper consideration of all the facts, and when all the circumstances had been investigated by Superintendent Flynn the men were returned to the service. Since his connection with this property a number of our Brothers have been in trouble, and in all cases where an engineer bearing a good name in the Order and as an employee was interested, clemency was always extended when it could consistently be done, indicating that the superintendent's idea of discipline was to give all employees a fair and impartial hearing, and that personalities should not enter into the enforcement of discipline.

We feel we are losing a dear, good friend, and it will be a long time before the engineers on the T. & B. V. will forget to take off their hats to John J. Flynn for his broadminded and liberal treatment of the men.

Mr. Flynn is relieved by Mr. Munday, well known and well liked in his former position, and he will find us doing our duty to help him make a success of his new position.

Fraternally,

V. L. PLUMMER, F. A. E. Div. 703.

ON February 9, 1890, a list of members aggregating 125 were set off from Boston Div. 61 and formed Bay State Div. 439. The occasion of instituting the new Division was a historic event, and from that time forward the new Division has been prosperous and advanced with dignity and progressiveness.

It was the pleasure of the writer to be a member of "61" in the '80s, when many that constituted the early members of Bay State Division were regular attendants; and it gave the writer great pleasure to be present at their well attended meetings.

A retrospective glance over its list of members tells us of many who in the 19 years past have completed their last run and passed to join the silent majority. A large number of others have been transferred to continue as active members in other Divisions; but Bay State Division has added a numerous and worthy host to its number by initiation, and still has 120 members in good standing. Nearly every year its anniversary has been recognized and in some degree celebrated.

February 28 its 19th anniversary was commemorated by a banquet and social gathering fully up to the standard of any that have preceded it, and certainly exemplifying their true business methods characteristic of the Division in all its undertakings.

Holding the regular meeting at an early hour, they adjourned and were soon ready for what was to follow. Members of other Divisions helped to swell the numbers, who came as invited guests to partake of the festivities, and soon filled the hall. The Brothers balanced with an almost equal number of ladies.

Of those from other Divisions in attendance were Brother Barton and wife, of Div. 312; Bro. A. J. Desoe, of Worcester Div. 64, Past Chief Engineer of Bay State Division; and Grand Chaplain Bro. George R. Dority, F. A. E. of Boston Div. 61 since 1885.

After a social hour in the hall dinner was announced at 2:30, and those present were marched to the banquet hall where ample and luxuriously spread tables were waiting, and to which were seated over

200 to a most enjoyable feast, and thorough enjoyment prevailed.

Bro. W. L. Lancaster acted as master of ceremonies.

The blessing was invoked by Brother Dority, and all sat down as one grand family. Dinner over, we again repaired to the hall where a social entertainment was provided. It consisted of selections by the Spencer Quartette; recitations by Mr. Guild; selections accompanied on the piano by Mrs. Ralph W. Duncanson, Miss Dorothy Duncanson and Leonard Duncanson; also by Mrs. Charles Appleton of Div. 256 of the Ladies' Auxiliary, accompanied by Mrs. Field on the piano. The rendering by Mrs. Appleton of Scotch songs, assisted in the chorus by Leonard Duncanson, completely "took the house." Brother Dority favored the audience with some well chosen remarks.

After the rendering of the formal program a social hour was enjoyed, and not till the sun was "sinking in the west" did the members in attendance disperse for their many homes, all feeling that the 19th anniversary of Bay State Div. 439 had been well and truly spent as an event in its history.

HISTORIAN, Div. 61.

BROTHER AND MRS. J. I. WHIDDON recently celebrated their 25th wedding anniversary, entertaining about 100 guests.

Their beautiful suburban home in Macon, Ga., was elaborately and appropriately decorated for the occasion, wedding bells, hearts and cupids being used in profusion.

The large reception hall was decorated in southern smilax, graceful palms, red bells and tiny electric lights in red globes. Over the door leading from this room into the parlor were three large hearts of red immortelles, and over the door leading into the dining-room were the letters in red immortelles, 1884-1909. Immediately in front of this door was a large silver bell and from this were suspended tiny bells of silver, and to this was fastened a white silk rope. From the chandelier were stretched long streamers of red satin ribbon, and from these hung tiny red bells and red hearts. The spiral staircase was trimmed with smilax, dotted with hundreds of red electric lights.

In the library were vases of jonquils and green ferns. At one end of this room was an alcove of smilax from which hung clusters of purple and white grapes. In the center of the alcove was the punch bowl from which champagne punch was served throughout the evening. The punch bowl was presided over by Miss Laura May Whiddon.

In the dining-room a color scheme of pink and white was carried out, and

hearts, cupids and wedding bells were again in evidence. The long table was covered with mats of lace, and from the center rose a pyramid of pink bride roses surmounted by a tiny cupid with bow and arrow, and down either side were silver candelabra holding lighted tapers covered with pink silk shades. The place cards were in the shape of wedding bells and hand-painted in cupid designs, and tied with pink ribbons with 1884-1909 on same. The mantel and sideboard were banked with massive jars of pink bride roses.

At 9 o'clock Mendelssohn's wedding march was played and the wedding party, headed by little Julia Claude Foster, wearing a dainty white lingerie frock and carrying a basket of white carnations, filed into the parlor and stood under the large bell, where in a very impressive manner Rev. Mr. Domingos invoked the blessings.

The bride of twenty-five years ago wore an exquisite gown of white duchess satin made princess and trimmed with pearl passementerie, and carried a shower bouquet of lilies of the valley. Her ornaments were pearls, the gift of the groom of long ago.

At 11 o'clock to the peal of wedding bells, the guests were summoned to the dining-room, where a sumptuous feast was served, the ices and confections being in the form of hearts and wedding bells.

On this occasion Mr. and Mrs. Whiddon were the recipients of many handsome presents, receiving many from distant states, attesting in a high degree the esteem in which this charming couple is held by hundreds of friends.

Mr. and Mrs. Whiddon were assisted in receiving by the Misses Whiddon, Miss Reddy, Miss Donahue, Miss Fuss and Miss Foster.—*Macon News Reporter*.

TICONIC SUBDIVISION 508, of the B. of L. E., gave a concert and ball in City Hall, Bangor, Me., on Thursday, February 18, which those who were present will remember for some time to come and which will probably not be overshadowed to any great extent by any social occasion which may be held in that popular assembling place during the rest of the winter. The audience at the concert, given by the University of Maine musical clubs, was large, filling the balcony completely and encroaching upon the side seats on the floor. A great many couples stayed for the dancing and made merry until a late hour. The entire affair, from every conceivable point of view, was a great success.

The decorations of the hall merit special attention, and in this respect, as in all others, the committee of arrangements did their work thoroughly and well. This committee was composed of F. H.

Robinson, chairman; W. W. Coburn, secretary; I. A. Turner, F. B. Lowe, T. J. Ferry, L. J. Philpott, N. G. Freese.

An imitation locomotive, very real in its proper arrangement of lights, occupied the rear of the stage behind the orchestra. This locomotive bore the number 508.

Suspended over the stage in front was an immense electric sign, with the letters B. of L. E. This sign was made by the engineers themselves and was prettily draped, as was the whole length of the balcony front, by American flags. Overhead, furnishing the sole light for the dancers, were strings of red and green electric bulbs. As a whole the decorations were artistic and effective and they received great praise.

The concert given by the musical clubs of Maine was very entertaining.

The program was as follows:

King Charles.....	Glee Club.
A Waltz Dream.....	Strauss
Reading	Mandolin Club.
Love Light.....	Selected
	Mr. Wakefield.
	Julian Edwards
	Solo by Mr. Springer. Chorus by Glee Club.
The Red Rover.....	Banjo Orchestra.
Romance of a Rose.....	O'Connor
	Mandolin Quartet.
The Cherry in the Glass.....	
	Solo by Mr. Smith. Chorus by Glee Club.
Reading.....	Selected
	Mr. Wakefield.
The Whistler and His Dog.....	Weidt
	Mandolin Club.
Maine Stein Song.....	Opie
	Glee Club.

Dancing began at 10 o'clock and it was immediately apparent that a very large number of young people had been lured by the music of Pullen's Orchestra and the hospitality of the Brotherhood, for two full circles were necessary in the grand march. The floor was not overcrowded at any time, however, and the well-arranged dance order was greatly enjoyed.

The floor officers were efficient and courteous, obligingly assisting strangers in securing partners for the dances. They were A. W. Nickerson, floor director; H. B. Wardwell, H. L. Watson, D. C. Staples, W. T. Kearin, W. H. Maney, W. H. Thompson and J. S. Paul.

The Ticonic Subdivision has 110 members, engineers on the Maine Central who live along the eastern division or the western as far as Waterville, or whose homes are in Bangor and who are on the Bangor-Portland runs. The Bangor & Aroostook drivers have a Subdivision of their own, with headquarters at Houlton.—*Bangor Daily Commercial*.

TRAVERSE CITY, MICH., DIV. 742 and G. I. A. Div. 439 recently gave their first annual ball, which proved to be one of the most successful and pleasant dances ever held in the city. The Brotherhood, their wives and sweethearts, turned out in full force, and there were also a number of the friends of the Order given invitations, and practically all who received a bid were present.

Masenich's Orchestra furnished the music for the occasion, and as every number was encored no further testimonial of the excellence of this feature need be made. At no time was the floor other than crowded with dancers, and it was early in the morning before the musicians were allowed to rest.—*Traverse City Evening Record*.

BRO. JACOB SMALLWOOD, who began railroad life as a fireman in June, 1863, joined Div. 22 about 1865 and transferred to Div. 387, Camden, N. J., in 1887, now residing in West Cape May, had a striking evidence of continued fellowship of members of the Order when, on February 25, Brother and Mrs. Smallwood celebrated their golden wedding, of which we glean the following from a clipping sent us by Mrs. Amanda M. Eldredge:

"Fifty years of wedded life have passed with this devoted couple and in their mellow old age they are as considerate and attached to each other as in the days of their courtship. Mr. Smallwood was a West Jersey railroad engineer for a long term of years, and a delegation from the West Jersey Division of the Brotherhood of Locomotive Engineers, No. 387, of Camden, N. J., came to extend their hearty congratulations to their venerable brother and his wife on this fiftieth anniversary. They presented them with \$64 in gold and an album in which the names of the engineers were written.

Mr. and Mrs. Smallwood were both highly pleased with the visit of this delegation, which was entirely unexpected, and their hearty and kindly expressions were greatly appreciated. The committee consisted of William Cress, Charles Goodfellow, Charles Brenn, Charles Glendenning, Daniel Iszard and Henry Nothaker. They were met by Engineers Joseph Wheaton and Southard Eldredge and escorted to "Uncle Jake's" residence. The guests not members of the Brotherhood were: Charles Sink and son Leslie Sink, and J. Smallwood Eldredge and J. Woodruff Eldredge.

The chairman of the committee made the following address of congratulations on behalf of the Brotherhood:

"This is indeed a grand occasion, and one which, while it brings joy and thank-

fulness to our hearts, bears with it one of the most beautiful and touching lessons in the book of life. Our respected friends have indeed reached the golden age of maturity. Hand in hand they are descending into the valley, a valley lighted with an undying and unshifting lamp of faithfulness, love and devotion. What a privilege to witness such a beautiful sight, to see the bride and bridegroom of today in soul and heart the bride and bridegroom of this day half a century ago. Time has sown fresh flowers in their dear old hearts; time has but mellowed their affections.

We have come to felicitate them upon the fiftieth anniversary of their marriage, to wish them many a long year yet before they snap the golden link that bound them together.

But when the sunset comes may it be golden, is our united wish."

This was responded to by "Uncle Jake" in a fitting manner for this occasion by giving them good sound advice as only this good and upright man can do.

The whole thing was a surprise engineered by a number of devoted friends, chief of whom was Mrs. Southard Eldredge, whose kind heart is always finding expression in some pleasant way like this. The delegation of railroad men and other friends were as much surprised as they surprised the dear old couple, when they found that a fine repast had been prepared for them of the kind that only such skillful housewives as those in charge can prepare.

The happy couple also received about 125 postals and letters of congratulations from Wilmington, Del.; Asheville, N. C.; Philipsburg, Pa.; Beverly, Seaville, and the Sunday school in which Mr. Smallwood was Bible class teacher for so many years.

The following genealogical record of the devoted couple will prove interesting to many:

Jacob Smallwood's ancestors came from England; his mother was Elizabeth Perry, belonging to the Commodore Perry family of Lake Erie fame. His father, Samuel Smallwood, and two brothers were in the Revolution. Uncle Jacob Smallwood was the youngest child of three sons and four daughters. Born in Port Republic, Atlantic county, 1832. Started life by following the sea, crossing the ocean seven times. Helped to get the first engine called the "Congress" on the track on the Cape May & Millville line. It landed at the old mill at Cold Spring, June 4, 1863. He was fireman on the engine 13 months, then became engineman. This occupation he followed until 1901 when he was injured in a wreck.

SPECIAL NOTICES

SMC. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

Subdivision—

23—H. S. Date.

644—P. S. Rane.

Fred Bluhm.

Subdivision—

676—Geo. Beveridge

H. V. Cook.

Wanted—To know the present address of H. L. Handy, who was in San Marcial, N. M., three years ago. Kindly address Bro. Chas. R. Jones, member of Div. 683, 129 North Trumbull avenue, Chicago, Ill.

Anyone knowing the whereabouts of Fred Dowker, who formerly ran on the Belt Railway, of Chicago, and is now believed to be in California, please correspond with Bro. W. H. Dowker, C. E. Div. 100, 2207 Cannon street, Danville, Ill.

Traveling card belonging to Bro. A. J. Tully, member of Div. 140, has been lost or stolen. If presented for favors kindly take up and forward to Bro. E. A. Bolling, F. A. E. Div. 140, 157 Canal street, Mobile, Ala.

Anyone knowing the present address of an engineer named Edmund Bearley (or Baseley) who resided in Alliance, O., in 1880, but was supposed to have moved to Kansas City years ago, will please notify the Grand Chief.

Wanted—To know the present whereabouts of Jesse Craig, who formerly ran on the Rock Island from Kansas City, Mo., to Little Rock, Ark. When last heard from five years ago he went from Missouri to Fort Worth, Tex. Kindly address Miss Nannie C. Willette, R. F. D. No. 2, Higginsville, Mo.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Jackson, Mich., Feb. 22, cancer, Bro. Frank H. Lederer, member of Div. 2.

Sicamous Junction, B. C., Feb. 1, acute congestion of lungs, Mrs. Ann Colgrove, wife of Bro. Oscar Colgrove, member of Div. 11.

Indianapolis, Ind., March 1, peritonitis, Bro. Herman Russ, member of Div. 11.

Indianapolis, Ind., Feb. 18, kidney trouble, Bro. Thos. M. McCarthy, member of Div. 11.

Niagara Falls, N. Y., Feb. 12, pneumonia, Bro. Chas. E. Clark, member of Div. 18.

Freeport, Ill., Feb. 17, killed in accident, Bro. U. G. Courtney, member of Div. 27.

Easton, Pa., Feb. 19, cancer of the stomach, Bro. Silas R. Moon, member of Div. 30.

Battle Creek, Mich., Feb. 17, typhoid fever, Bro. Frank J. Penoyer, member of Div. 31.

Jersey City, N. J., Feb. 12, typhoid pneumonia, Bro. Elwood P. Hutton, member of Div. 53.

Jersey City, N. J., Feb. 7, heart failure, Bro. Wm. Curren, member of Div. 53.

Middletown, N. Y., March 5, asthma, Bro. J. M. Drake, member of Div. 54.

Valley Falls, R. I., Feb. 28, heart failure, Bro. Wm. Smith, member of Div. 57.

Davenport, Ia., Feb. 18, tumor, Bro. Ed. Hefferman, member of Div. 60.

West Springfield, Mass., Feb. 17, heart failure, Bro. Frank G. Harman, member of Div. 63.

New Haven, Conn., Feb. 18, Bright's disease, Bro. Thos. G. Hinkley, member of Div. 63.

Fergus, Ont., Can., Feb. 14, blood poisoning, Bro. Sidney N. Black, member of Div. 68.

Wilmington, Del., Dec. 30, heart failure, Bro. Wm. J. Hoffman, member of Div. 75.

Red Cloud, Neb., Feb. 18, Bro. Thos. Hughes, member of Div. 88.

Chelsea, Okla., Feb. 23, dropsy, Bro. R. A. Clarke, member of Div. 93.

Danville, Ill., Feb. 19, Bro. Jeremiah McCarty, member of Div. 100.

Cheyenne, Wyo., Feb. 21, Bro. Thos. R. Dunn, member of Div. 115.

Oswego, N. Y., March 5, heart disease, Miss Carrie Gibbons, sister of Bro. D. C. Gibbons, member of Div. 152.

Chicago, O., Feb. 26, boiler explosion, Bro. J. L. McCullough, member of Div. 153.

New Castle, N. B., Jan. 31, engine turning over, Bro. D. K. Cool, member of Div. 162.

Carbondale, Pa., Feb. 15, typhoid pneumonia, Bro. Arthur W. Bunnell, member of Div. 166.

Hoboken, N. J., Feb. 12, general debility, Bro. James Dunn, member of Div. 171.

Columbus, O., March 10, tuberculosis, Bro. John A. Connor, member of Div. 175.

Columbus, O., Feb. 10, committed suicide, Bro. C. T. Cummings, member of Div. 175.

Galena, Ill., Feb. 5, killed in wreck, Bro. Andrew J. Gleason, member of Div. 176.

Salida, Colo., Feb. 1, cancer, Mrs. Mary Janet Gamble, wife of Bro. J. R. Gamble, member of Div. 186.

Ft. Worth, Tex., March 3, killed in wreck, Bro. J. E. Parrott, member of Div. 187.

Clinton, Ia., Jan. 20, Mrs. Sarah J. Lincoln, wife of Bro. Willard R. Lincoln, member of Div. 200.

Perry, Ia., Feb. 26, derailment of engine, Bro. Chas. H. Brown, member of Div. 203.

Hopewell Junction, N. Y., Feb. 24, Bro. B. A. Marden, member of Div. 206.

Chama, N. M., March 3, consumption, Bro. M. H. Thomson, member of Div. 209.

Marshall, Tex., Feb. 21, injuries received in wreck, Bro. J. J. Sangster, member of Div. 219.

Dresden, N. Y., Feb. 20, heart disease, Bro. Daniel Keeler, member of Div. 244.

Salisbury, N. C., Feb. 28, organic heart failure, Mrs. W. S. Taylor, wife of Bro. W. S. Taylor, member of Div. 267.

Conneaut, O., Jan. 25, blood poisoning, Bro. H. R. King, member of Div. 273.

Oakland, Cal., Feb. 9, heart trouble, Bro. P. F. Templeton, member of Div. 283.

Altoona, Pa., Feb. 23, paralysis, Bro. Levi Fisher, member of Div. 287.

St. Louis, Mo., Feb. 12, Wm. Hays, father of Bro. Walter Hays, member of Div. 315.

Delano, Pa., Feb. 20, diabetes, Bro. C. W. Faust, member of Div. 316.

South Livonia, N. Y., Feb. 14, Bro. A. Coleman, member of Div. 328.

Minneapolis, Minn., Feb. 25, derailment of engine, Bro. F. M. Dunn, member of Div. 357.

Trenton, N. J., March 10, pneumonia, Bro. Jefferson J. Callahan, member of Div. 373.

Trenton, N. J., Feb. 28, acute meningitis, John T. Shelley, son of Bro. M. J. Shelley, member of Div. 373.

Los Angeles, Cal., Feb. 9, Bright's disease, Bro. James H. Hayes, member of Div. 383.

Seattle, Wash., Feb. 10, boiler explosion, Bro. John A. Lenahan, member of Div. 399.

Yoakum, Tex., Feb. 28, spinal meningitis, Bro. J. F. Conlon, member of Div. 427.

Piedmont, W. Va., Feb. 20, Bright's disease, Bro. John J. Kelly, member of Div. 437.

Allston, Mass., Feb. 28, pneumonia, Bro. F. M. Barnard, member of Div. 439.

Millvale, Pa., Feb. 20, paralysis, Bro. Wm. Ross, member of Div. 452.

San Luis Potosi, Mex., Feb. 19, paralysis, Bro. R. Morgan, member of Div. 453.

Norfolk, Va., March 11, diabetes, Bro. Jerome Capps, member of Div. 456.

Verona, Pa., March 7, Bright's disease, Bro. Francis M. Bailey, member of Div. 472.

Covington, Ky., Oct. 2, 1908, injuries received in collision, Bro. Robert W. Gray, member of Div. 489.

Newport, Ky., Dec. 22, 1908, pneumonia, Bro. Ed. Flanagan, member of Div. 489.

Salsburg, N. C., Jan. 17, paralysis, Samuel Hunter, father of Mrs. C. J. Wicker, President G. I. A. Div. 207, wife of Bro. C. J. Wicker, member of Div. 496.

Cleburne, Tex., Jan. 26, suffocated in fire, Bro. M. Hamilton, member of Div. 500.

St. Thomas, Ont., March 6, anemia, Bro. Robert Lee, member of Div. 529.

St. Thomas, Ont., Feb. 7, fell from engine, Bro. John Cooper, member of Div. 529.

Los Angeles, Cal., Feb. 13, lockjaw, Bro. A. R. Danielson, member of Div. 660.

Atlanta, Ga., Feb. 22, engine turned over, Bro. Wm. J. O'Neal, member of Div. 696.

Natchez, Miss., Jan. 25, Bro. T. M. Salmon, member of Div. 765.

North Andover, Mass., March 5, Thos. P. Wills, representative of Essex county, brother of Bro. H. E. Wills, A. G. C. E.

ADMITTED BY TRANSFER CARD

Into Division—

- 1—Oscar Plant, from Div. 650.
- 5—J. G. Allison, from Div. 383.
- 14—P. Welsh, H. J. Burkhoof, G. H. Bowmaker, E. Bryant, G. E. Bryant, F. E. Davis, C. W. Haight, F. B. Mercer, C. A. Mahar, Geo. Ritzel, P. E. Schermernhorn, F. W. Wilkie, G. Watson, from Div. 311.
- 17—G. W. Richardson, from Div. 86.
- 29—Alex Ellstrom, from Div. 94.
- 39—Wm. Morris, from Div. 179.
- 40—C. C. Manchester, from Div. 64.
- 71—Wm. N. Thomas, from Div. 74.
- 76—S. R. McDonald, from Div. 319.
- 89—C. S. Kent, from Div. 40.
- 100—W. H. Braley, from Div. 408.
- 119—E. B. Haines, from Div. 575.
- 147—H. J. Cutting, C. M. May, from Div. 402.
- Henry Haller, from Div. 540.
- 156—B. F. Rumsey, from Div. 409.
- 169—Clarence De Sacia, from Div. 328.
- 185—H. L. Nichols, from Div. 405.
- 187—Geo. D. Pratt, from Div. 206.
- 198—W. E. Wann, from Div. 628.
- 199—Wm. E. Weeks, from Div. 488.
- 200—C. C. Starbuck, from Div. 208.
- 222—Julius Smith, from Div. 140.
- Bud Mathews, from Div. 488.
- 230—R. W. Talbot, from Div. 537.
- 260—Albin R. Church, from Div. 565.
- 261—Arthur M. Howard, from Div. 446.
- 293—Geo. R. Rock, from Div. 306.
- 294—Clarence Layman, from Div. 200.
- 298—John Steimer, from Div. 565.
- 302—John Lyons, from Div. 155.
- 309—Walter L. Blount, from Div. 199.
- 345—P. Driscoll, from Div. 659.
- 355—Samuel Martin, from Div. 295.
- 375—W. W. Boon, from Div. 498.
- 400—V. W. Ickey, G. R. McGuire, from Div. 100.
- 402—W. S. Dyer, from Div. 147.
- 415—B. F. Wolfe, from Div. 400.
- G. C. Ran, from Div. 110.
- 426—Henry McCormick, from Div. 99.
- F. B. Stafford, from Div. 230.
- 432—J. S. Harris, from Div. 407.
- 448—R. P. Barrell, from Div. 430.
- 489—Jesse Traylor, from Div. 78.
- 496—Wm. Coulter, from Div. 219.
- 501—H. S. Moore, from Div. 215.

Into Division—

- 515—A. J. Barton, from Div. 385.
 519—B. A. Hollis, from Div. 100.
 525—C. H. Hitchcock, from Div. 60.
 544—Fred R. Mathews, from Div. 452.
 Ernest E. Bamford, from Div. 33.
 554—F. E. Hoxie, from Div. 501.
 567—Frank Walker, from Div. 386.
 575—Harry Carroll, from Div. 129.
 594—J. A. Lawley, from Div. 592.
 595—E. L. Phelps, from Div. 606.
 Wm. K. Sechrest, from Div. 672.
 638—J. W. Nelson, from Div. 445.
 652—J. W. Gallagher, from Div. 90.
 653—Wm. Totterman, from Div. 376.
 660—J. E. Loucks, from Div. 383.
 688—Oscar De Hart, from Div. 601.
 699—James H. Walker, from Div. 128.
 706—J. F. Nance, from Div. 210.
 713—Jay McCabe, from Div. 186.
 J. W. Sutton, from Div. 523.
 729—T. A. Coughlin, from Div. 552.
 736—J. W. Bowersock, from Div. 187.
 J. M. Ashford, from Div. 725.
 J. J. Griffin, from Div. 594.
 738—Thomas Carr, from Div. 182.
 Gus Ford, from Div. 632.
 J. P. Haffey, from Div. 410.
 Gus Seaman, from Div. 216.
 Frank Carman, from Div. 245.
 F. L. Stull, from Div. 170.
 748—W. C. Wack, from Div. 430.
 750—G. L. Anderson, from Div. 355.
 Thos. Wardmen, W. A. Sinclair, from Div. 563.
 Geo. Moth, from Div. 510.
 756—H. W. Jennings, from Div. 672.
 J. F. Brown, from Div. 28.
 Wm. J. Barnes, from Div. 452.
 Hollie Hill, from Div. 343.
 R. Poyle, from Div. 197.
 758—Chas. H. Annable, Thos. J. Blake, Anton S. Lowe, from Div. 69.
 Ed Ford, L. A. Jones, L. G. Porter, from Div. 277.
 759—W. C. Gatewood, L. B. Creach, G. J. Freeland, from Div. 375.
 761—George E. Wagner, from Div. 203.
 763—J. H. Brown, from Div. 547.
 W. L. Nash, from Div. 738.
 E. E. Sherman, from Div. 554.
 766—W. G. Houston, John Owens, J. J. Wagner, from Div. 600.
 767—M. T. Dickerman, E. G. Decker, A. J. Eick, W. J. Hlits, Frank McMickle, A. J. Smith, Richard Trezise, H. C. Wrighter, from Div. 171.
 777—F. B. Stafford, R. F. Bibby, S. K. Dormer, Geo. Fisher, D. P. Faust, Thos. Gusman, E. E. Hintz, Robert A. Howell, Mark Moor, J. H. Pressley, Charles Reed, Steven Thrascher, from Div. 426.
 Henry McCormack, from Div. 99.

WITHDRAWALS**From Division—**

- 39—Chas. Murphy.
 145—Thos. J. Dwyre, C. S. Nowel.
 L. A. Cretinger, of Div. 745, whose name appears in the March JOURNAL as having taken a final withdrawal card, was so reported through a mistake. He is in good standing in 745. W. S. Stone.

REINSTATEMENTS**Into Division—**

- 10—Jas. S. Peterman, T. J. Dillon.
 20—Harry W. Nahand.
 33—Ernest E. Bamford.
 51—E. F. Neilson.
 57—Alfred Smith, Thos. Reall.
 75—Francis Helmbach.
 85—E. C. Dicks.
 89—W. Wragg.
 107—James Byrne.
 135—Frank M. Ferrell.

Into Division—

- 156—P. J. Dillon.
 162—Enoch Rushton.
 194—Richard S. Short.
 222—J. W. Leavitt.
 225—John Hagan.
 226—O. J. Mater.
 277—P. M. Dow.
 288—John E. Shaffer.
 308—D. J. Elliott.
 309—W. L. Scott.
 314—Thos. J. Burke.
 339—T. S. Stone.

Into Division—

- 369—D. W. Tracy.
 E. W. Ellison.
 407—G. L. Carlisle.
 430—W. C. Wack.
 442—R. G. Craig.
 461—G. S. Jamison.
 469—W. Svenson.
 485—B. B. Fortney.
 R. H. Troutman.
 492—Meredith Fowler.
 519—Jas. S. Fraser.

Into Division—

- 527—Geo. Rhinehart.
 531—F. J. Meyers.
 J. C. Donner.
 548—L. A. Thayer.
 574—R. G. Knoll.
 576—Willis L. Nott.
 606—Wm. Specker.
 622—G. A. Reid.
 674—G. C. Mozo.
 717—J. H. Dressell.

EXPELLED**FOR NON-PAYMENT OF DUES.****From Division—**

- 10—T. J. Murphy.
 18—H. J. Belding.
 60—W. Binder.
 85—M. W. Cahill.
 W. L. Hughes.
 A. W. Williamson.
 R. B. Fry.
 A. R. Sytan.
 E. B. Huggins.
 94—Fred N. McClelland.
 136—J. R. Mitchell.
 150—C. J. Craney.
 192—W. F. Bohlman.
 233—F. P. Bailey.
 444—Randolph Decker, H. H. Birdl come, Edward Wilson.

From Division—

- 444—John W. Bonham, C. E. Hathaway.
 463—John E. Davis.
 489—H. D. Goss.
 W. H. Heckman.
 H. C. Mayhall.
 A. M. Ritter.
 J. B. J. Reusing.
 Geo. H. Rothert.
 D. R. Tood.
 D. H. Taylor.
 583—Peter Shoemaker.
 588—Fred Drolet, George Ellis, Geo. R. Bridges.
 658—James Henry.

FOR OTHER CAUSES.

- 31—W. H. Veitch, forfeiting insurance.
 38—E. W. Irvine, forfeiting insurance.
 61—Chas. E. Perritt, forfeiting insurance.
 71—Frank L. Wagner, forfeiting insurance.
 85—D. P. Lattimore, W. T. McCarthey, expelled March 31, 1908, for forfeiting insurance.
 D. A. Ford, expelled November 29, 1908, for intoxication and unbecoming conduct.
 107—W. M. Smith, violation of Sec. 42, Standing Rules.
 116—John E. Hedsten, forfeiting insurance and violation of obligation.
 127—Chas. E. Morrison, forfeiting insurance.
 136—L. S. Gates, Wm. T. Mosby, forfeiting insurance and non-payment of dues.
 153—Oliver Owens, dropping insurance.
 156—John X. Lynch, forfeiting insurance.
 175—A. Jackson, forfeiting insurance.
 190—C. M. Thornburg, non-payment of dues and forfeiting insurance.
 205—L. B. Nichols, unbecoming conduct and not taking out insurance.
 233—W. R. Wilson, C. H. Reeves, R. C. Norman, non-payment of dues and forfeiting insurance.
 239—J. L. Burkhart, violation of obligation and forfeiting insurance.
 241—M. W. Taylor, Otto Brown, non-payment of dues and forfeiting insurance.
 281—Chas. Linstrom, non-attendance.
 327—Henry Tiggard, forfeiting insurance.
 343—J. H. Barlow, forfeiting insurance.
 375—L. W. Register, unbecoming conduct.
 387—Morgan Osmond, intoxication.
 394—Jos. W. Poggi, forfeiting insurance.
 400—A. G. Beach, forfeiting insurance.
 418—A. H. Stevens, non-payment of dues and forfeiting insurance.
 444—Daniel J. Fischer, forfeiting insurance.
 444—C. Belcher, intoxication.
 500—J. E. Bruen, violation of obligation and non-payment of dues.
 560—Wm. Devine, intoxication.
 589—Frank Nodurf, forfeiting insurance.
 590—John P. Holsinger, forfeiting insurance.
 621—E. A. Booth, not taking out insurance.
 640—Harry W. Jones, non-payment of dues and forfeiting insurance.
 668—Uriah Springer, J. A. Marquart, non-payment of dues and forfeiting insurance.
 682—Thos. Dempsey, R. J. Welsh, A. Huntley, James English, non-payment of dues and not corresponding with Division.
 706—Wm. Meeks, forfeiting insurance and non-payment of dues.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

OLD ADDRESS.

Postoffice.....State.....

☒ Be Sure and Give Old Address and Division Number.

B. OF L. E. GRAND DUES, PAYABLE APRIL 1.

To the Officers and Members of all Subdivisions:

DEAR SIRs AND BROTHERS: You are hereby notified that the sum of two dollars (\$2.00), half yearly Grand Dues, as per Sec. 41, Page 14, of the Constitution, is due and payable on or before April 1, from every member on the rolls of the Subdivision January 1, 1909, including honorary members, unless excused by the G. C. E., as per above section, and proportionate Grand Dues from those initiated during January, February and March, 1909.

The F. A. E. of every Subdivision should have these dues collected on or before April 1, and see that the proper order is drawn on the S. A. E. for the payment of these dues to the F. G. E., not later than April 1, 1909.

Fraternally yours,

W. B. PRENTER, F. G. E.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 463-466

SERIES I.

OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, April 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRs AND BROS.—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders **PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER.** Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass'n.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
409	Austin F. Joy....	54	312	Feb. 18, 1887	Nov. 24, 1907	Blind left eye.....	\$1500	Self.
410	J. W. Hayes.....	41	44	Dec. 20, 1900	Jan. 31, 1908	Blind left eye.....	1500	Self.
411	O. P. McLaughlin	43	31	Mar. 2, 1902	Mar. 3, 1908	Blind left eye.....	1500	Self.
412	H. A. Robinson...	21	510	Oct. 7, 1907	Jan. 16, 1909	Right eye removed	1500	Self.
413	Alfred Parker...	29	599	May 27, 1907	Jan. 25, 1909	Left eye removed..	4500	Self.
414	Robt. R. Makin...	25	704	May 9, 1907	Jan. 29, 1909	Drowned	1500	Nina Makin, w.

No. of Asst.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
415	John W. Stipp...	38	393	Dec. 1, 1900	Feb. 3, 1909	Killed	\$4500	Grace G. Stipp, w.
416	J. H. Openshaw...	63	283	Apr. 17, 1882	Feb. 4, 1909	Apoplexy	3000	Mrs J.H. Openshaw, w
417	Fred L. Patrick...	30	355	Oct. 27, 1906	Feb. 7, 1909	Appendicitis	1500	Margaret Patrick, w.
418	D. D. Fleming...	47	256	Aug. 13, 1899	Feb. 8, 1909	Heart failure	4500	Wife and sons.
419	James H. Hayes...	36	383	Nov. 24, 1902	Feb. 8, 1909	Tuberculosis	1500	Mary L. Hayes, w.
420	John Lenohan...	47	399	Oct. 23, 1896	Feb. 10, 1909	Killed	3000	Wife and mother.
421	W. S. Perry	38	223	Jan. 2, 1905	Feb. 11, 1909	Malarial fever	1500	Florence C. Perry, w.
422	James S. Dunn...	72	171	Nov. 15, 1879	Feb. 11, 1909	Arterio sclerosis	3000	Children.
423	Daniel W. Disler...	52	548	Aug. 15, 1899	Feb. 11, 1909	Bright's disease	3000	Carrie Disler, w.
424	Charley E. Clark...	78	18	July 21, 1869	Feb. 12, 1909	Pneumonia	3000	Bessie R. Gunby, d.
425	A. R. Danielson...	32	660	Jan. 16, 1909	Feb. 13, 1909	Lockjaw	3000	Ethel Danielson, w.
426	Sidney N. Black...	31	68	June 28, 1905	Feb. 14, 1909	Blood poisoning	1500	Margaret A. Black, m.
427	Azel Coleman...	70	328	Feb. 19, 1886	Feb. 14, 1909	Nephritis	3000	Estate.
428	L. B. Burgason...	34	236	May 2, 1903	Feb. 15, 1909	Nephritis	750	John Burgason, f.
429	Arthur W. Bunnell...	33	166	June 18, 1905	Feb. 15, 1909	Typhoid fever	3000	Annie Bunnell, w.
430	F. G. Harmon...	48	63	Mar. 19, 1899	Feb. 17, 1909	Embolism	3000	Laura S. Harmon, w.
431	N. G. Courtney...	44	27	Feb. 24, 1895	Feb. 17, 1909	Killed	3000	Carrie P. Courtney, w.
432	Frank J. Penoyer...	47	33	Jan. 27, 1901	Feb. 17, 1909	Typhoid fever	3000	Agnes M. Penoyer, w.
433	Thos. Hughes...	79	88	Mar. 6, 1884	Feb. 18, 1909	Pulmonary oedema	3000	Elizabeth Hughes.
434	Thos. G. Hinckley...	77	63	May 20, 1869	Feb. 18, 1909	Cardiac dilatation	4500	Wife and daughter.
435	Ed Hefferman...	39	60	Mar. 2, 1902	Feb. 18, 1909	Paresis	750	Mary Hefferman, w.
436	S. R. Moon	75	30	Mar. 15, 1881	Feb. 19, 1909	Cancer of stomach	4500	Wife and children.
437	Daniel K. Keefer...	47	214	May 10, 1896	Feb. 20, 1909	Acute gastritis	3000	Grace E. Keefer, w.
438	Robt. Full	51	255	July 22, 1900	Feb. 20, 1909	Blind right eye	3000	Self.
439	Thos. R. Dunn...	29	115	Feb. 5, 1907	Feb. 21, 1909	Killed	3000	Hester Dunn, w.
440	Jas. J. Sangster...	46	219	Jan. 31, 1898	Feb. 21, 1909	Killed	3000	Mary Sangster, w.
441	Frank H. Lederer...	52	2	Apr. 14, 1892	Feb. 22, 1909	Cancer	3000	Mrs. F. H. Lederer, w.
442	W. J. O'Neal...	49	696	Apr. 22, 1893	Feb. 22, 1909	Killed	3000	Wife and son.
443	Frank Hefferman...	34	60	Mar. 4, 1906	Feb. 22, 1909	Right foot amput'd	1500	Self.
444	Levi Fisher...	65	287	Apr. 5, 1887	Feb. 23, 1909	Paralysis	1500	Emma I. Fisher, w.
445	Richard A. Clark...	60	93	Mar. 6, 1886	Feb. 23, 1909	Cardiac dilatation	3000	Mrs. R. A. Clark, w.
446	B. A. Marden...	33	205	Oct. 4, 1908	Feb. 24, 1909	Shock from opert'n	1500	Georgina Marden, w.
447	Jas. E. Johnson...	30	772	Feb. 9, 1909	Feb. 24, 1909	Left hand amput'd	4500	Self.
448	Thos. L. Kerwin...	29	300	Jan. 7, 1906	Feb. 24, 1909	1500	Nellie Kerwin, w.
449	Jno. L. McCullogh...	44	153	Apr. 20, 1902	Feb. 26, 1909	Killed	1500	How'ds. McCullogh, b
450	Wm. Smith	40	57	Jan. 6, 1907	Feb. 28, 1909	Heart disease	1500	Nellie M. Smith, w.
451	Louis Rightmire...	83	125	Mar. 7, 1881	Feb. 28, 1909	Paresis	3000	Elizabeth R. htmie.
452	J. F. Conlon	45	427	Mar. 19, 1890	Feb. 28, 1909	Cerebral hemorrh'ge	3000	Mabel C. Conlon, w.
453	W. J. George...	57	678	May 16, 1896	Mar. 1, 1909	Killed	1500	Mary E. George, w.
454	J. E. Parrott...	45	187	July 10, 1903	Mar. 3, 1909	Killed	1500	Lucy A. Parrott, w.
455	F. L. Hollingshead...	39	8	Sept. 5, 1905	Mar. 4, 1909	Killed	1500	Bertha R. Hollin'h'd, w
456	Jacob M. Drake...	66	54	May 9, 1880	Mar. 5, 1909	Endocarditis	3000	Wife and daughters.
457	Robt. Lee	48	529	Nov. 9, 1897	Mar. 6, 1909	Pernicio's anaemia	1500	Ethel Lee, w.
458	Francis M. Bailey...	41	472	Aug. 31, 1896	Mar. 7, 1909	Bright's disease	1500	Mary A. Bailey, w.
459	Louis Hickman...	40	669	Jan. 31, 1906	Mar. 8, 1909	Pneumonia	1500	Maud Hickman, w.
460	J. J. Callahan...	28	373	Aug. 25, 1907	Mar. 10, 1909	Pneumonia	1500	Children.
461	Walter Brennan...	70	263	Dec. 26, 1886	Mar. 10, 1909	Abscess	1500	Catherine Brennan, w
462	S. J. Livingston...	62	459	Jan. 25, 1891	Mar. 10, 1909	Endocarditis	1500	Mary E. Livingston, w
463	John A. Connor...	40	175	June 4, 1904	Mar. 10, 1909	Tuberculosis	1500	Ellen Connor, m.
464	Jerome Copps...	49	456	Sept. 1, 1897	Mar. 11, 1909	Nephritis	1500	Wife and daughter.
465	Chas. Hanson...	48	547	Aug. 12, 1900	Mar. 15, 1909	Killed	3000	Vivian Hanson, w.
466	C. E. Metz	35	29	July 10, 1905	Mar. 16, 1908	Blind right eye	1500	Self.

Total number of claims, 58. Total amount of claims, \$138,000.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
July 1, 1908.	Mrs. Mary A. Stultz	1022	H. J. Heilig	339	\$ 4500
Sept. 26, "	J. P. Van Vorst	132	S. C. Catherwood	646	1500
"	G. H. Van Vorst				
"	Mrs. M. K. Parramore				
Oct. 2, "	Mrs. Katherine Davitt	140	M. Withford	156	1500
" 11, "	Jas. C. Hulbert, guardian	161	Owen Finnegan	23	1500
" 16, "	Mrs. Ann Fulton	171	H. W. Buckpitt	661	1500
" 20, "	Mrs. Birdie Warfel	174	G. N. Morton	706	1500
" 20, "	Eva M. Murphy	175	G. J. McKinley	96	1500
" 28, "	Mrs. Clara E. Pease	193	R. E. Williams	368	1500
Nov 1, "	Minnie F. Whittlesey	198	W. B. Nicol	18	3000
"	Louis E. McGuire				
"	Ella K. Atchley				
"	Geo. B. Erhardt				
" 13, "	H. E. Erhardt	215	L. B. Cutting	82	1500
"	Mrs. Magdalena Stouffer				

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Oct. 28, 1908.	James Buck	218	W. H. Hitt	401	\$ 3000
Nov. 11, "	Mrs. Flora A. Voorhees	220	C. W. Cook	336	4500
" 11, "	Mrs. Emma Clark	221	A. Delhamme	366	1500
" 11, "	Elizabeth Murray, guardian.	222	E. L. Armstrong	170	3000
" 14, "	Mrs. Maude Evans	223	E. A. Bolling	140	1500
" 15, "	Mrs. Olive W. Blue	224	J. P. McKenna	365	3000
" 15, "	Mrs. Myrtle E. Clinton	225	George Morrell	186	1500
" 16, "	Mrs. Mary A. Kist	226	Daniel Brown	310	3000
" 17, "	Mrs. Kate Loda	227	A. Atkins	123	4500
" 17, "	Mrs. Agnes Davis	228	W. H. Saunders	341	1500
" 18, "	Mrs. Jennie Van Slyck	230	T. McMahon	709	1500
" 19, "	Mrs. Ellen M. Pappenfus	231	J. F. Bruner	43	3000
" 19, "	Mrs. J. D. Smith	232	W. J. Van Hees	193	3000
" 21, "	Mrs. Margaret A. Fields	233	E. B. Collins	155	3000
" 22, "	Wm. Burns	234	J. H. DeWolf	328	1500
" 22, "	Mrs. W. H. Lucas	235	Wm. D. Wilkins	626	1500
" 23, "	Mrs. Josephine Lord	237	R. L. Evans	301	3000
" 25, "	Mrs. Maud B. Dodds	239	John Rueb	396	1500
" 25, "	Mrs. Kate Griffin	240	E. S. Edwards	502	3000
" 25, "	Mrs. Elizabeth Roos	241	Frank C. Watkins	659	750
" 26, "	Mrs. Jennie E. Garrison	242	Wm. N. Frazier	169	3000
" 27, "	Mrs. Rose A. Wakefield	243	J. F. Thompson	309	3000
" 27, "	Mrs. Flora E. Melville	244	J. B. Hotchkiss	179	3000
" 29, "	Mrs. Lula S. Hill	245	L. A. Fulcher	408	3000
" 29, "	Mrs. Alice L. Gallagher	246	C. B. Galleher	106	1500
" 30, "	Geo. O. Redmond	247	W. E. Boynton	260	4500
" 30, "	Mrs. Annie Putnam	248	J. T. Wilson	723	1500
Dec. 1, "	Mrs. Mathew Fogerty	249	Chas. Baguley	36	3000
" 2, "	Mrs. Mary C. Lane	250	W. H. Redmile	342	1500
" 3, "	Clara Ford	251	M. Whitford	156	3000
" 3, "	A. F. Ford				
" 3, "	Mattie L. Ford				
" 3, "	Mrs. Demorise Rowe	252	John Ryan	168	3000
" 3, "	Mrs. Minnie E. Holt	253	W. M. Berdew	759	3000
" 4, "	Mrs. Margaret Salmon	254	Owen Finnegan	23	1500
" 4, "	Mrs. Elizabeth McIntosh	255	J. E. McMahon	174	1500
" 4, "	Mrs. Hallie B. Hemphill	256	R. L. Church	554	1500
" 5, "	Mrs. Catherine McHale	257	G. J. McKinley	96	3000
" 6, "	Mrs. Amanda Reed	258	Geo. W. Fry	52	4500
" 7, "	Mrs. Francis Irwin	259	Wm. T. Maher	150	3000
" 7, "	Mrs. Bertha Evans	260	C. E. Snook	226	3000
" 7, "	Mrs. G. H. Scofield	261	P. Murphy	145	1500
" 7, "	Mrs. Kate Bryant	262	W. H. Morgan	148	3000
" 8, "	Mrs. Alfreda Barnell	263	John T. Stewart	88	1500
" 8, "	Mrs. Anna M. Ketchner	265	B. Lightner	110	4500
" 11, "	Mrs. Ida B. Stewart	267	James H. Connor	418	1500
" 15, "	Mrs. Flora A. Davis	269	Wm. M. Blythe	11	1500
" 15, "	Mrs. Gertrude Van Giahn	270	John H. Mack	4	1500
" 15, "	Mrs. Sarah C. Burnley	271	J. C. Millroy	17	3000
" 16, "	Mrs. Anna Steele	272	Chas. H. Webber	200	1500

Financial Statement.

CLEVELAND, O., March 1, 1909.

MORTUARY FUND FOR FEBRUARY.

Balance on hand	\$152,205 21
Paid in settlement of claims	134,250 00
Surplus	\$ 17,955 21
Received by assessments 269-272 and back assessments	\$136,296 51
Received by assessments 336-340	156 08
Received from members carried by Association	862 25
Interest for February	375 14
	\$137,689 98

Balance in bank Feb. 28, 1909.....\$155,645 19

EXPENSE FUND FOR FEBRUARY.

Balance on hand	\$ 22,801 32
Received from fees	357 07
Balance	\$ 23,158 39
Expenses during month of Feb., 1909..	2,178 13

Balance in bank Feb. 1, 1909.....\$ 20,980 26

W. E. FUTOH, President.

Statement of Membership.

FOR FEBRUARY, 1909.

Classified represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid assessments 336-372	2,914	33,356	13,827	2,376
Members from whom assessments 336-372 were not collected	386	2,413	599	4
Members carried by the Association	4	153	325	26
Applications and reinstatements received during month		131	109	20

Totals	3,304	36,063	14,860	2,426
From which deduct policies terminated by death, accident, or otherwise	16	158	54	4
Total membership Feb. 28, 1909	3,288	35,895	14,806	2,422
Grand total				56,411

M. H. SHAY, Gen'l Sec'y & Treas.

DIVISIONS BY STATES.

[illegible]

B. OF L. E. DIRECTORY.

GRAND OFFICERS.
207 Society for Savings.
W. S. STONE, G. C. E., Cleveland.
M. W. OAD, G. C. E., E. P.
E. W. BURLEY, Asst. G. C. E., "
H. E. WILLS, Asst. G. C. E., "
F. A. BURGESS, Asst. G. C. E., "
E. CORRIGAN, Asst. G. C. E., "
ASH KENNEDY, Asst. G. C. E., Win-
chester, Mass.
C. H. FREETER, F. G. E. Cleveland.
C. E. SALMONS, S. G. E., "

H. MURRAY, F. G. A. E.,
San Luis Potosi, Mex.
J. C. CURRIE, S. G. A. E.,
Jersey City, N. J.
W. H. KENT, T. G. E., Detroit, Mich.
J. H. BAKER, Grand Guide,
Columbus, O.
G. R. DORRITY, Grand Chaplain,
Charlestown, Mass.

INSURANCE DEPARTMENT.
W. E. FUTCH, Pres., Cleveland.
M. H. BEAT, Sec. & Treas.
SUBORDINATE DIVISIONS.

A single letter is used to indicate office: C, for C. E.; F, F. A. E.; I, Ins.

1-DETROIT, MICH., meet 1 & 3 Sunday,
2 p.m., Elks' Temple, Monroe av.
Wm. H. Kent, 608 24th st., C.
J. A. Wallinger, 608 Dragoon av., F
James S. Martin, 827 2nd st., I
2-JACKSON, MICH., meet alternate
Sundays, 2:30 p.m., B. of L. E. Hall,
John Webb Bldg., So. Mechanic st.
A. D. Austin, 1148 E. Elm av., C
Frederic M. Dwyer, 431 Ten Eyck st., F
Wm. Apted, 306 N. East av., I
3-COLUMBIA, O., meet 1st and 3rd
Tuesdays, 7:30 p.m., K. of P. Hall,
Gunn Bldg., Columbia st.
H. I. Miller, 858 Lyman av., C
J. Coppersmith, 6311 St. Clair st., F & I
4-CUMS (11), TOLEDO, O., meet 1 & 3
Sunday at 2 p.m., Crowe's Bldg.,
Broadway and Segur.
J. F. Niehouse, 500 Summer st., C
J. H. Mack, 715 Miami, E. Toledo, F & I
5-OKLAHOMA GROVE, OKLAHOMA, CAL.,
meet every Tuesday, 7:30 p.m., I. O.
O. F. Hall, 220 1/2 S. Main st., C
M. Patten, 1814 S. Grand av., C
C. F. Dille, 1629 Winfield st., F
J. J. Norton, 1015 Hawley st., I
6-MONTANA, BOZEMAN, MONT., meet 2d & 4th
Sundays, 7:30 p.m., B. of L. E. Hall, 8th st.,
Owen Dougherty, 227 Linn st., C
O. Chas. A. Wheeler, 110 Tama st., F
H. S. Barron, 1113 Carroll st., I
7-LAFAYETTE, IND., meet every Sunday,
2:30 p.m., B. L. E. Hall, Fourth
and Ferry.
Chas. F. Bane, 813 N. 6th st., C
Frederic Hodges, 1229 N. 14th st., F
Jno. W. Gorman, 202 N. 15th st., I
8-MEXICO, SLATER, MO., meet every
Tuesday, 1:30 p.m., Masonic Hall.
L. D. Montgomery, C
M. O. Page, F & I
9-WARREN, MINN., meet 2d Sun, 2:30 p.m.,
& 4th Sun, 7:30 p.m., K. of P. Hall.
H. A. Read, Box 812, C
G. Geo. N. Wyman, C
G. F. Denzell, 326 W. King st., Winona,
Minn., I
10-CHICAGO, ILL., meet 2d & 4th Sun-
day, 10:30 a.m., 9:30-11 Cottage Grove
av., Burnside av., C
J. J. Hanly, 9407 Burnside av., C
R. W. Hall, 9424 Champlain av., F
Benj. Busch, 9456 Cottage Grove av., I
11-INDIANAPOLIS, IND., meet 1st, 3d &
5th Sun, 2 p.m., Wallace Block, Mass.
av. & New York st., C
J. W. Spencer, 223 Walcott st., C
Wm. M. Bliven, 619 N. Pine, F & I
Jabez Howland, 2906 Boswell av., I
12-FORT WAYNE, IND., meet every 1 & 3
Sun, 2 p.m., B. L. E. Hall, 1020 Calhoun
Robert John, 1256 W. Main st., C
M. Teagarden, 405 W. Superior, F & I
13-NORTH LA CROSSE, WIS., meet 1st &
& 3rd Sunday 2 p.m., Phillips Hall,
1201 Caledonia st., C
Richard Hurley, 1206 Caledonia, La
Crosse, Wis., C
J. S. McEldey, 1306 Avon st., La
Crosse, Wis., F
O. L. Larson, 1641 Wood st., La Crosse,
Wis., I
14-TITICA, N. Y., meet 1 & 3 Sun, 2 p.m.
Royal Arcanum T'ple, Devereux st.,
H. Mowers, 17 Elm, Grand pl., C
O. A. Pease, 102 State st., C
G. G. McFadden, 139 John st., I

15-BUFFALO, N. Y., meet every Monday
evening, Bick's Hall, Clinton
and Hickory st., C
John Gannahl, 340 N. Division st., C
Theo. Williamson, 367 Pennsylvania
st., F & I
16-GALION, O., meet 1 & 3 Monday at
7:30 p.m., Foresters' Hall, 23 1/2 So.
Market st., C
Edw. Kavanagh, 312 Payne av., C
J. J. Daze, 411 S. Union st., F & I
17-STANBERRY, MO., meet 2d and 4th
Sun, 2 p.m., K. of P. Hall, 1st st., C
J. J. Freeman, Box 482, C
C. H. Runyon, Box 232, F
S. O. Millroy, Box 485, I
18-ROCHESTER, N. Y., meet every Sat-
urday evening, in Wiehle Hall,
Webster and Grand av.
C. J. Kinnie, 30 Joslyn Park, Flat 1, C
Frederic Parrish, 150 Atlantic av., F
W. B. Nicol, No. 8 Gorton Place, I
19-BLOOMINGTON, ILL., meet alterna-
te Sunday, 2:30 p.m., Jacobs Hall,
N. Main St., C
W. C. Nelson, 606 N. Oak st., C
P. J. Christal, Box 62, F
W. H. Peor, 304 E. Graham st., I
20-LOGANSPORT, IND., meet 2d
& 4th Sunday, 2 p.m., K. of C.
Hall, 4th & Market sts., C
B. V. Pitman, 1822 High st., C
A. W. Brinley, 433 10th st., F
J. M. Carney, 1904 North st., I
21-MEMPHIS, TENN., meets 2 & 4 Tues-
day, room 5, 3d floor, Odd Fellows
building Court & Main sts.
Jefferson Thornly, 416 Robeson av., C
P. J. Fox, 643 Jackson av., F & I
22-CARBEN, N. J., meet 1st & 3d Sun-
day, 1:30 p.m., Goff Bldg., Broadway
and Federal st., C
S. H. Turner, 789 Line st., C
James T. Robbins, 20 Hudson st., F
J. R. Werts, South Amboy, N. J., I
23-W. KENSHAW, MEMPHIS, TENN.,
meet every Mon. 9:30 a.m., Graves
Hall, McLeomore and Rayburn av.,
Geo. L. Barnett, 1023 Patton av., C
O. L. Bradford, 1620 Patton st., F
Geo. Finnegan, 497 La Cade av., I
24-CENTRALIA, ILL., meet every Sun,
2 p.m., Hofheinz Block W. Broadway,
James Dardis, 212 N. Poplar st., C
R. D. Beaver, 220 1/2 N. Hickory st., F
E. E. Cooker, 600 S. Locust st., I
25-TERRERHATTE, IND., meet 2d & 4th
Sunday at 2 p.m., Swope Block,
10th and Ohio.
W. K. Larr, 1107 N. 4th st., C
O. L. Varr, 714 N. 13th st., F
L. G. Mills, 915 N. 8th st., I
26-RICHMOND, VA., meet 1 & 3 Monday,
a.m., Fraternity Hall, 215 W. Broad
st., C
D. C. W. McLeod, 2305 E. Broad st., C
W. M. Ogg, 112 N. 20th st., F
O. D. Seay, 112 N. 20th st., I
27-RACINE, FREEPORT, ILL., meet 1st
Sunday, 2 p.m., K. of P. Hall,
Stephenson st., C
R. M. Griffith, 541 Stephenson st., C
W. G. Powell, 262 No. Galena av., F & I
28-TUCSON, ARIZONA TERR., meet Tues-
days, 10 a.m., Masonic Hall, over P. O.
Frank Deitz, 14th st. & 4th av., C
W. H. Skinner, 408 16th st., F
H. F. Michaels, 627 So. 4th av., I
29-GRAND CANON, PUEBLO, COLO., meet
Mondays 2 p.m., 117 So. Union av.
over West Bros. Furniture Co., C
L. E. Wade, 223 Lake av., C
E. J. Reilly, 617 E. Evans av., F
J. D. Ketcher, 516 Quincy st., I
30-PHILLIPSBURG, N. J., meet 1st &
3d Sunday, 1 p.m., over Phillipsburg
National Bank.
Geo. Johnson, 238 Mercer st., C
W. F. Ward, 11 Pleasant av., F
G. M. Couch, 127 Washington st., I
31-CLEVELAND, O., meet 1st Sun, 2:30
p.m., and 3rd Sun, 8 p.m., Shild-
hour's Hall, Ontario st., C
C. B. Sipher, Kamms, O., C
Ben Felt, 366 Soc. for Sav. Bldg., F
A. R. Singletary, 383 Linwood av., I
32-ALBANY, ILL., meet 1st & 3d Sun-
day, 1 p.m., K. of P. Hall, 45 Fox st.,
J. F. Kagay, 122 Oakley ave., Chicago,
Ill., C
E. D. Ettinger, 240 S. av., F
Wm. R. Ross, 229 Weston av., I
33-BATTLE CREEK, MICH., meet 2d
& 4th Sun, 10 a.m., Engineers'
Club Rooms, Union Bk. Madison st.,
Robert Allen, 329 Marshall st., C
R. E. Allan, 384 Clark st., F
John Harrington, 59 Bennett st., I

34-LITTLE MIAMI, COLUMBUS, O., meet
1st & 3d Sun, afternoon, Miller Bldg.,
T. E. Humphrey, 386 Franklin av., C
John T. Booth, 447 Sullivan av., F
John Cassell, 158 W. First av., I
35-J. C. SIBLEY, ROCHESTER, N. Y., meet
2d & 4th Fri. eve., Hall 90 State st.,
E. H. Brayton, Avon, N. Y., C
C. P. Brown, 53 Post st., F
Hugh Cooper, 404 Hobart st., I
36-NEWARK, O., meet every Sunday, 2
p.m., B. L. E. Hall, Champ's Bldg., E
Main st., C
Ed. F. Ryan, 44 Dewey av., C
Chas. Buguley, 39 Cedar st., F & I
37-MATTOON, ILL., meet every Sunday
2 p.m., K. of P. Hall, 1686 Broadway,
W. S. White, 1412 Richmond av., C
W. H. Morris, 1306 Prairie av., F
A. M. Garner, Box 383, I
38-CLIFTON FORGE, VA., meet 1 & 3
Monday 2 p.m., Masonic Temple.
R. B. Paxton, 48 Church st., C
D. H. Echols, 741 1st st., F
A. N. McMullan, 46 Church st., I
39-SEYMOUR, IND., meet 2d & 4th Mon-
day, 7:30 p.m., Masonic Temple.
W. L. Loyd, 621 Ewing st., C
O. D. Seelinger, 377 W. 2d st., F
Harry Findley, 104 So. Poplar st., I
40-PORTLAND, ME., meet 2d & 4th Sun-
day, 1 p.m., at 30 Exchange st., C
O. H. Dodge, 100 Ocean st., C
Geo. W. Babb, 877 Congress st., F & I
41-ELMIRA, N. Y., meet 1st & 3d Sun-
day, 3 p.m., I. O. O. F. Hall, Water st.,
Chas. C. Munsell, 513 Jefferson st., C
B. M. Snyder, 620 Balsam st., F & I
42-CARONDELLE, ST. LOUIS, MO., meet
2d & 4th Tuesday, 8 p.m., Masonic
Hall, 6800 Michigan av., C
G. E. Woodruff, 2514 California av., O
E. Brennecke, 720 Dover st., F
A. C. Brennecke, 312 Hartford st., I
43-GEN. CHAS. MILLER, MEADVILLE, PA.,
meet every Tuesday, 2 p.m., in Odd
Fellows Hall, Center st., C
W. E. Nichols, N. Park av., C
J. F. Bruner, 358 Pine st., F & I
44-WYOMING, RAWLINS, WYO., meet
1st & 3d Thursdays in K. of P. Hall,
Cornelius Ryan, C
Otto Humbberger, F
J. F. Hittle, Cedar st., I
45-WEST PHILADELPHIA, PA., meet 2d
& 4th Sunday, 1:30 p.m., Schneider's
Hall, 4115 Lancaster st., C
Wm. S. Magee, 656 N. 35th st., C
Joseph Kelly, 624 N. 35th st., F
H. P. Kelley, 626 N. 35th st., I
46-ALBANY, N. Y., meet every Wednes-
day, 8 p.m., 18-28 Pearl st., C
J. T. Greenhalgh, 1368 3rd av.,
Rensselaer, N. Y., C
J. W. Blower, 1 Hunter av., F
E. A. Montague, 61 Manning Bldg., I
47-BORSELLI, N. Y., meet Mondays,
1:30 p.m., over 13 Main st., C
W. O. Clark, 11 Hake av., C
Tm. Hood, 343 Canisteo st., F
J. K. Chapman, 29 Union st., I
48-ST. LOUIS, MO., meet 1st & 3d Mon-
day, 8 p.m., 3400 Park av., C
Albert Gunn, 456 Virginia av., C
J. L. Pate, 302 S. Vincent av., F
J. J. Smith, 2712 Eads av., I
49-ST. CLAIR, K. ST. LOUIS, ILL., meet
1 & 3 Thurs. 8 p.m., Jackfish Bldg.,
318 Missouri av., C
R. H. Stevenson, 10-8 Trembley av., C
C. A. Duncan, 656 E. Conica av., F
M. M. Stephens, 1016 Pennsylvania av., I
50-CONNELLSVILLE, PA., meet 1st Sat-
urday, 7:30 p.m., 3d Sun, 2 p.m., I. O.
O. F. Hall Pittsburgh and Main
A. J. Whittle, Baltimore House, C
J. H. Bittner, 417 S. Arch st., F & I
51-PHILADELPHIA, PA., meet 1st & 3d
Sunday 1:30 p.m., New Federal Hall,
Federal st., meet 2nd Sun, 2 p.m.,
L. M. Genay, 127 Federal st., C
John J. Geary, 1448 S. 5th st., F
Jos. E. Horne, 814 14th av. Moore,
Del. Co., Pa., I
52-MONTREAL, BALTIMORE, MD.,
meet 1st & 3d Sunday 1:30 p.m.,
Jackson's Hall, Beddle st. & Green,
mount av., C
John A. Brillinger, 658 E. Chestnut
st., York, Pa., C
Wm. H. Ragland, 1104 E. North av., F
G. W. W. Fry, 340 Girard av., I
53-JERSEY CITY, N. J., meet 2d & 4th
Sunday 2 p.m., Fischer's Hall,
Newark av. & Erie st., C
Chas. Elze, 36 Garrison av., C
J. H. Warren, 127 Elm st., Newark, F
S. Garabrant, 53 Tracy av., Newark, I

64-PONT JERVIS, N. Y., meet Tuesdays
720 p.m., Engineers' Hall, Ball st. C
J. O. Gould, 105 Front st. C
John H. Woods, 164 East Main st. F & I

65-AMERICAN DESERT, OGDEN, UTAH,
meet 1st & 3d Monday, 2 p.m., K. of
P. Hall, 24th st.
E. A. Peck, 222 Adams ave. C
J. H. Wardleigh, 2818 Madison av. F
H. G. Doon, 1728 Washington av. I

66-EKOK, K. CENTERVILLE, IA., meet
2d & 4th Sunday, in I. O. O. F. Hall.
A. B. Summers, 821 So 18th st. C
Eugene S. Gilbert, 807 E. Terry st. F
Frank Rinkel, 302 So 16th st. I

67-PROVIDENCE, R. I., meet 1st & 3d
Sunday, 10 a.m., Swarts Hall, 98
Westminster st.
D. C. Horton, 207 Pleasant st. C
Geo. E. Lapham, 94 Wilson st. F & I

68-OTSEGO, OTSEGO, N. Y., meet 1st
& 3d Sunday 2 p.m., Engineers' Hall
116 Main st.
E. J. Alberts, 5 High st. C
W. B. Auchanpugh, 24 West st. F
J. D. Primmer, 66 River st. I

69-HENSELDALE, N.Y., meet 1st Sunday
2 p.m., 3d Wednesday, 7:30 p.m., B. of
L. F. Hall.
Chas. Stellar, 1421 Broadway. C
Wm. Huzhbe, 1231 3d st. F
G. A. March, 838 Broadway. I

60-HOCK HALL, ILL., meet 1st & 3d
Sunday, 2 p.m., Reynolds' Hall, Elm
st. and 6th av.
W. Arnold, 2520 7th av. C
Wm. M. Johnson, 901 804th st. F
James Carr, 925 2d st. I

61-WORSTON, MASS., meet 2d Sunday
10 a.m., 4th Wednesday 1 p.m., 164
Canal Street.
E. L. Abbott, 84 Middlesex av., Read-
ing, Mass. C
O. R. Dority, 8 School, Charles's n. F
W. A. Kempton, Lox 13, S Sudbury,
Mass. I

62-GALESBURG, ILL., meet 1st & 3d
Sunday 2:30 p.m., Trade and Labor
Assembly, Main st. & Binn av.
H. Keam, 502 E. Main st. C
F. E. Brooks, 357 West Looney st. F
C. O. Boyer, 343 W. First st. I

63-SPRINGFIELD, MASS., meet 1st & 3d
Sunday 12:30 p.m., B. & A. R. Bldg.
Geo. B. Rust, Hebron st. C
J. W. Mead, 416 Main st., W. Spring-
field, Mass. I

64-WORCESTER, MASS., meet 1st & 3d
Sun. 2 p.m., Castle Hall, 405 Main st.
C. W. Hulse, 61 Grove st. C
T. B. Wardwell, 114 Hammond st. F
M. L. Hamilton, 941 Main st., Clinton,
Mass. I

65-CHILLICOTHE, O., meet 2 & 4 Sun-
day 1:30 p.m., Main and Mulberry sts.
W. F. Williams, 181 Scioto av. C
Geo. W. Walters, 678 E. Main st. F
G. W. Outter, 274 E. Main st. I

66-CREAM CITY, MILWAUKEE, WIS.,
meet 1st & 3d Sun. 2:30 p.m., Frank-
lin Hall, 228 Grand st.
Wm. E. Chamberlin, 31 54th st. C
A. M. Lewis, 3216 Park Hill av. F
Ward Williams, 14 22d st. I

67-CORONATION, SAINT STE. MARIE,
ONTARIO, meet 2d Sunday 2 p.m.,
and 4th Sun. 7 p.m., Union Hall,
Cullis Bldg., Queen st.
N. Fletcher, Box 38 West P. O. C
A. O. Waguer, Box 27 West P. O. F & I

68-LONDON, ONT., meet 1st Sunday, 2
p.m., 3d Thurs. 7:30 p.m., Foresters'
Hall, Dundas and English sts.
John Sheehy, 274 Hamilton rd. C
H. E. Crouch, 421 Dundas st. F & I

69-NORTHERN TIER, GRAND PORES, N.
Dak., meet 1st & 3d Sunday 2:30 p.m.
Robt. Smith, 410 N. 4th st. C
O. L. Yowell, 218 N. 9th st. F
B. Skibness, 112 N. 8th st. I

70-TORONTO, ONT., meet 2d & 4th Sun-
day 2:30 p.m., Occident Hall.
Wm. Newcombe, 460 Markham st. C
I. K. Belye, 46 Bellevue Pl. F
Geo. Mills, 227 Rusholme Road. I

71-PENNY THEATY, PHILADELPHIA, PA.,
meet 2d Saturday 7:30 p.m. & 4 Sun.
1:30 p.m., Schuyler Hall, 6th & Dia-
mond st.
James McKeane, 3316 Gratz st. C
W. Hackman, 2944 W. Susquehanna av.
R. H. Jarveson, 1760 Frankford av. I

72-SCIOTO VALLEY, COLUMBUS, O.,
meet 1st & 3d Sunday, 2:30 p.m., 928
N. 25th st., Hildreth Bldg.
John McClure, Milo, O. C
J. J. Colburn, 259 N. 21st st. F & I

73-RADISON, WIS., meet 1st & 3d Sun-
day 2 p.m., 111 Monaca ave.
F. H. Lamphere, 1020 W. Dayton st. C
E. F. Chamberlain, 410 W. Doty st. F
Edw. Ziel, 1018 W. Washington av. I

74-HARRISBURG, PA., meet 1st & 3d
Sun. 2 p.m., New Hall, 3d & Broad sts.
B. F. Huber, 1716 N. 5th st. C
M. G. Stoner, 618 Calder st. C
F. J. Keller, 1557 N. 6th st. I

75-READING, PA., meet 1st Sunday 1 p.
m. & 3d Sun. at 2:30 p.m., 729 Penn st.
J. Clinton Shugars, 914 Madison av. C
John H. Bradford, 330 Green st. F
John E. Amole, 1031 No. 5th st. I

76-WISSAPEG, MANITOBA, meet 2d &
4th Sunday at 14 o'clock.
Railway Hall, Allman Bldg., Main st.
W. H. Woods, 708 Sherbrooke st. C
G. J. Daly, 647 McDermott av. F
S. G. Currier, 457 Logan av. I

77-NEW HAVEN, CONN., meet 2d & 4th
Sunday, 10:30 a.m., I. O. O. F. Hall,
Crown st.
R. H. Osmond, 222 Main st., West
Haven, Conn. C
G. W. Winerell, 82 First st. F & I

78-LOUISVILLE, KY., meet every Mon-
day 1:30 p.m., I. O. O. F. Temple 6th
and Walnut sts.
Wm. J. Lindsay, 3505 Third ave. C
M. J. O'Hearn, 1207 W. Oak st. F
H. A. Prout, 1586 Sherwood av. I

79-GR. G. WARRE, COLUMBUS, O.,
meets 2d and 4th Thursdays, even-
ing, 815 Hildreth Hall, cor. Hildreth ave.
and 20th street.
Chris Kuhn, 846 E. Spring st. C
N. T. Beynon, 238 No. 22d st. F & I

80-HALDWIN, AMHOTSPORE, WIS., meet
1st & 3d Monday at 2:30 p.m., & 2d &
4th Monday at 1:30 p.m., in K. O. T.
Hall.
G. W. Phillips, 210 6th av. S. E., Min-
neapolis, Minn. C
H. E. Spaulding, Lock Box 17. F & I

81-KANSAS CITY, KAN., meet 1st & 3d
Saturday, 7:30 p.m., Simpson Bldg.,
724 Central av.
Robt. Murphy, 409 Washington av. C
J. L. Simpson, 1822 Quindaro Boule-
vard. F
G. N. Herron, 268 S. Tremont st. I

82-SIOUX CITY, IA., meet 1st & 3d Sun-
day, 10 a.m., I. O. O. F. Hall 4th
and Jackson sts.
F. L. Anderson, 1519 Boulevard. C
L. B. Cutting, 1229 Jennings st. F & I

83-OZARK, SPRINGFIELD, MO., meet
every Monday, 2 p.m., K. of P. Hall,
E. Commercial st.
Walter Casey, Murray Bld., Com-
mercial st. C
Geo. E. Dillard, 767 Benton av. F
J. Dryden, 704 E. Locust st. I

84-CHARLOTTE, GREENVILLE, S. C.,
meet every Sunday, 10 a.m., Carpen-
ter Bros. Hall.
T. R. Ohatman, 149 Forrest st. C
C. C. Jones, 217 Mulberry st. F & I

85-PALMETTO, COLUMBIA, S. C., meet
every Sunday, 2:30 p.m., K. of P. Hall.
J. E. Price, 1609 Bull st. C
H. E. Thompson, 2012 Marion st. F
J. E. McDaniel, 1510 Barnwell st. I

86-ANTH. M. MONK, MO., meet every
Monday, 9 a.m., Stamm's Hall,
cor. Reed and Williams sts.
F. J. Robertson, 708 W. Conners st. C
H. B. Norton, 64 W. End pl. F
Geo. A. Burnham, 708 W. Gilman st. I

87-TROY, N. Y., meet 1st & 3d Sunday,
1:30 p.m., I. O. O. F. Hall, River.
C. W. Van Dervot, 489 9th st. C
F. D. Graham, 3 Center Court, Green
Island, N. Y. F
W. R. English, 2414 12th av., Water-
vliet, N. Y. I

88-GR. W. WOMAN, N. PLATTE, NEB.,
meet every Wednesday 1:30 p.m.,
I. O. O. F. Hall.
Chas. E. E. I. C
John T. Stuart, 510 W. A. st. F & I

89-FRONT ST. CHARLES, MONTREAL, P. Q.,
meet 1st & 3d Sunday 2 p.m., Po-
rier Hall, 2257 Notre Dame st. St.
Henry.
Geo. A. Kell, 2 Fortane st. C
A. W. Roberts, 461 Bourgeois st. F & I

90-POITTSVILLE, PA., meet 1st Sunday
at 2:00 p.m., & 3rd Sunday at 9:30 a.
m., K. of C. of Columbus Hall, 18
N. Centre st.
J. F. Harley, Schuykill Haven, Pa. C
H. E. Wilson, 505 E. Norwegian av. F & I

91-EAGLE EYE, SHAWINIGAN, J. N. T.,
P. Q., meet 1st and 3d Sunday.
I. Goulet. C
S. White, 1229 Notre Dame st., East
Montreal, P. Q. F
I. Beliveau, 879 Prefontaine st. F
Hochelega, Montreal, P. Q. I

92-PRORIA, ILL., meet 2d Sunday 2:30
& 4th Sunday 7:30 p.m., Smith's Hall
2301-38 Adams st.
John U. Noonan, 307 Martin st. C
J. B. Otten, 209 Martin st. F
Jno. Desmond, 414 Oakland av. I

93-JACKSON, TENN., meet every Wed-
nesday 9:30 a.m., K. of E. Hall.
J. L. Harrington, 226 W. Main st. C
Thomas Tate, 248 W. Chester st. F
D. R. Staley, 243 W. Main st. I

94-FARRELL, MARQUETTE, MICH., meet
1st & 3d Sunday, 2:30 p.m., Frater-
nity Hall.
Geo. D. McCormick, 442 W. Washing-
ton st. C
A. L. Rose, 114 W. Prospect st. F
Wm. Thomas, 367 Alger st. I

95-CINCINNATI, O., meet 1st & 3d T. ur.
8 p.m., Hall O Odd Fellows' Temple,
7th & Elm sts.
Harry Howden, Flat No. 4, 8th & Bay-
miller. C
Wm. Zimmerman, Box 31 Glendale,
O. F & I

96-CHICAGO, ILL., meet 1st & 3d Sun-
day at 1:30 p.m. at Franklin Hall,
Fraternity bldg., 70 Adams st.
F. T. S. averna, Harrington, Ill. C
G. J. McKinley, 536 Dearborn av. F & I

97-SOUTH BALTIMORE, MD., meet every
Sunday, 1:30 p.m., Friendship Hall,
125 E. Montgomery st.
J. A. Wall, 2115 W. Baltimore av. C
S. E. La Barrer, 673 W. Lombard st. F
J. H. Stephens, 608 W. Lee st. I

98-LINCOLN, NEB., meet 1st & 3d Sun-
day, 2 p.m., A. O. U. W. Hall, 1006 O. st.
Jos. S. McCoy, 1248 U. st. C
H. Wigenjoet, Court House. F & I

99-WATER VALLEY, MISS., meet 2d &
4th Monday, 9 a.m., K. of. Hall.
J. L. Kirby. C
E. F. Ohriep, Lock Box 425. F
H. R. Blackston. I

100-DANVILLE, ILL., meet 1st & 3rd
Sunday, 1:30 p.m., Eagles Hall, 109
& 11 North Vermillion st.
W. H. Dowker, State Bldg. C
Chas. Patterson, 1014 Collet st. F
Chas. Johnson, Station B. I

101-GREENHILL, HINTON, W. VA.,
meet 1st Sun. & 3d Mon. at 2 p.m.
J. H. Romick.
W. W. Woods, Box 114. F & I

102-ATSTON, MINN., meet 1st & 3d Sun-
day 10:30 a.m., Germania Hall, E.
Bridge st.
Wm. Anderson, 301 West Water st. C
H. Mathews, 306 S. River st. F
C. Ellington, Madison, S. Dak. I

103-ROCKY MOUNTAIN, LANARK, WYO.,
meet every Sat. 2 p.m., G. A. R. Hall.
David Reid, 313 Fremont st. C
P. Mathison, 602 6th st. F
G. W. DeForest, 404 6th st. I

104-COLUMBIA, PA., meet 1st Sun. 1 p.
m., 3d Sun. 12:30 p.m., cor. 3d & Locust
Thos. Quinn, 560 Walnut st. C
John M. Wein, 728 Walnut st. F
W. W. Fager, 167 N. 3d st. I

105-

106-BELLOWS FALLS, VT., meet 1st
& 3d Sunday 4 p.m., G. A. R. Hall.
A. K. Wells, R. F. D. 2, Waitsboro, N. H.
C. B. Galleher, Box 707, Windsor, Vt. F & I

107-ST. JOSEPH, MO., meet 2d & 4th
Sunday 2 p.m., I. O. O. F. Hall, 7th
& Charles st.
A. K. Pickle, 124 E. Missouri av. C
A. G. Roberts, 517 No. 7th st. F
Sam Scott, 2708 Olive. I

108-ALLEGHENY CITY, PA., meet 1st
& 3d Sunday 11 a.m., Franklin Hall,
cor. 1st and East.
F. L. Stumpf, 223 Clifton av., Sharpe-
burg, Pa. C
M. S. Anderson, 919 Main st. F
Harry McKee, 180 Maple av., Blair-
ville, Pa. I

109-QUAKER CITY, PHILADELPHIA, PA.,
meet 1st & 3d Sunday, Schneider's
Hall, 4115 Lancaster av.
Frank L. Miller, 641 Brown st. C
J. H. Vandegrift, 2345 E. Norris st. F
E. C. Johnson, 4322 Wyalusing av. I

110-PACIFIC, SACRAMENTO, CAL., meet
every Friday, 7:30 p.m., Unity Hall,
Foresters' Bldg., 1 st., between 7th
& 8th.
Wiley Cole, 319 13th st. C
E. B. Downey, 1004 H. st. F
B. Lightner, 612 11th st. I

111-SCIPPS, HULE ISLAND, ILL., meet
2d & 4th Mon. 8 p.m., Masonic Hall.
F. J. Boyd, 238 Union st. C
W. M. Layda, 266 Burr Oak av. F
W. T. Davis, 305 Walnut st. I

112-SHEPHERD VALLEY, GREENFIELD, MASS., meet 2d & 4th Sun. 1:30 p.m., Foresters' Hall, Gazette & Courier Bldg. Bank row.
W. S. Hutchins, 21 Conway st. O
Edwin Warren, 23 Ridgell st. F & I

113-UES MOIKES, I.A., meet 1st & 3d Sun. 2:30 p.m., I.O.O.F. Hall Loc. 2.
Geo. E. Finnicum, 1020 15th st. O
John O'Brien, 1215 22nd st. F
James McCabe, 1221 W. Walnut st. I

114-WATERLOO, I.A., meet 2d & 4th Sundays, 2 p.m., B. of L. E. Hall, 1009 E 4th st.
H. O. Harpser, 209 Walnut st. O
Frank O. Wright, 419 Oak ave. F
H. E. Camp, 315 High st. I

115-CHESAPEAKE, WIO, meet 2d & 4th Tuesday, 2 p.m., A.O.U.W. Hall.
J. E. Carroll, 182 Van Lennan st. O
C. E. Burke, 2013 Van Lennan st. F
F. W. Dudley, 210 E. 19th st. I

116-LAKE SUPERIOR, ESCANABA, MICH., meet 1st & 3d Sunday at 10 a.m., B. L. E. Hall.
Wm. Finnegan, 609 S. Georgia st. O
Milo Shields, 21 N. Mary st. F
Theo. Farrell, 41 Wells ave. I

117-NARROWS, MASON CITY, IA., meet 3d & 4th Sunday, 2:30 p.m.
Geo. B. Freeman, 524 W 9th st. O
J. A. Swanson, 419 E. 5th st. F
Peter Motterhead, 917 Cottage ave. I

118-BROCKVILLE, ONT., meet every Thursday, 2 p.m. Merrill's Block, King st.
E. Mortimer O
E. Wardrop, Box 666 F
J. B. Hishop. I

119-DUBUQUE, IA., meet 1st & 3d Sunday, 2 p.m., Union Hall, 1966 Couler av.
A. Woodard, 1700 Jackson st. O
Fred. Cawrey, 1231 Rhomborg av. F
J. O. Baynes, 1611 Bluff st. I

120-LIMA, O., meet 1st & 3d Sun. & 2d & 4th Friday, 7 p.m., Red Men's Hall, cor Main and Spruce st.
A. J. Gustason, 650 So. Elizabeth st. O
E. B. Hlickok, 682 S West st. F & I

121-BRIMLEY HILL, INDIANAPOLIS, IND., meet in Clark's Hall, cor. 25 & Station st., 2d & 4th Sunday, 2 p.m.
J. H. Dyer, 2002 E. Tenth st. O
Jos. H. Ackworth, 2513 Station st. F & I

122-GRATON, PORT HARMON, MICH., meet 2d & 4th Sat. 7:30 p.m., Marine Engineers' Hall, Water st.
H. J. O'Dell, 618 Union st. O
F. F. Minard, 2322 Military st. F & I

123-IRON MOUNTAIN, DE SOTO, MO., meet 2d & 4th Tuesday 1:30 p.m., K. of P. Hall, 2d and Boyd sts.
W. O. Schmick O
D. J. Roach, Box 18. F
A. Atkins, Box 23. I

124-SICEMTS, O., meet every Monday, 1:30 p.m.
Edward H. Carey, 436 Park av. O
Harry A. Greer, Middletown st. F
J. McAlees, 508 Woody's st. E. Toledo. I

125-CLINTON, IA., meet 2d & 4th Monday, 2 p.m., Engineers Hall, 10th av. & 4th.
D. Stamm, 714 S. Fifth st. O
J. W. Bailey, 445 Tenth av. F
L. Sisco, 443 10th av. I

126-TEHACHA, KERN, CAL., meet every Monday 2:30 p.m., K. of P. Hall, Frank D. Mills, Box 304.
F. P. Shephardson, Box 304. O
E. O. Jordan, 468 Solano av. Los Angeles, Cal. I

127-ORLA FLORA, ILL., meet 1st Sunday & 3d Mon. 1:30 p.m., I.O.O.F. Hall.
Oss Weller, Box 278. O
C. O. Dykens. F
E. F. Malinsky, Box 51. I

128-RICHFORD, FARMH. P. Q., meet 1st Sunday and 3d Monday 1:30 p.m., Masonic Hall.
E. N. Booth. O
J. Lorimer. F
E. H. Kennedy. I

129-ROCK CITY, BASHVILLE, TENN., meet Tuesdays 9 a.m., I.O.O.F. Hall, Frank Winford, Linden av. Belmont Heights.
Wm. McKeand, 1416 Demonbrunet st. F & I

130-KAW VALLEY, EXFORIA, KAN., meet 3rd & 20th of each month, 1:30 p.m., N. W. Hall, 601 Commercial st.
N. W. Smith, West 6th av. O
A. L. Burroll, 518 West 6th av. F & I

131-FRASER, SANDOZ, IA., meet alternate Sundays 8 p.m., I.O.F. Hall.
J. M. Hanson. O
Geo. A. Irving. F
J. F. Hughes, 823 S. Superior st. Mason City, Ia. I

132-ST. THOMAS, ONT., meet every Monday, 2:30 p.m., Odd Fellows' Hall, Mecha Block.
Geo. Blaggett, 37 Forest av. O
Eli Cowles, 191 21st st. F
T. Duffey, Wellington st. I

133-MAMILLON, ONT., meet 2 & 4 Sun. 2:30 p.m., A.O.F. Hall, James st. N.
James Oliver, 196 Locke st. N. O
A. O. Griffith, 51 Murray st. East. F
James McCulloch, 46 Tom st. I

134-ALBUQUERQUE, WASHLOW, ARIZ., meet every Tuesday, B.L.E. Hall.
O. Young. O
C. M. Byrd. F
Edward Clark, Box 63. I

135-HUDSON, JERSEY CITY, N. J., meet 2d Saturday, 8 p.m. and 4th Sunday 2 p.m., Deane's Hall, Grove st. and 6th st.
Thos. Cutler, Waldwick N. J. F & I
J. L. Vanorden, 231 1st st. F & I

136-SALT LAKE, EVANSTON, WY., meet 2nd & 4th Tuesday, 7:30 p.m., Degree of Honor Hall.
J. M. Stevenson. O
O. F. Wilkinson, Box 315. F
W. R. Gilpin, Center st. I

137-STARKA, C. RUSSETHANA, I.A., meet alternate Thursdays, 7:30 p.m., K. of P. Hall.
Wm. McCannon, Box 171. O
Sheldon Pierce, Box 279. F & I

138-SNOWDRIFT, CAMBRELLTON, N. R., meet 1st & 3d Sunday, 13:30 o'clock, Engineers' Hall over Sharp's Rest.
J. Morton. O
John Gilker, Box 183. F
Everett Henderson. I

139-LOVE STAR, MONISTON, TEX., meet every Monday, 1:30 p.m., Woodmen's Hall, cor. Washington & Silver sts.
H. Hoffman, 217 Crockett. O
L. McAniff, 1817 Center st. F
W. J. Wilson, 1615 Washington st. I

140-GULF CITY, MOBILE, ALA., meet 2 & 4 Sun. 9:45 a.m., Y. M. B. A. Hall, S. E. cor. Dauphin & Jackson sts.
V. M. Blaize, 310 So. Claiborne st. O
E. A. Bolling, 157 Canal st. F & I

141-SMOKY HILL, ELLIS, KAN., meet Wednesday, 7:30 p.m., I.O.O.F. Hall.
Geo. Fritz, Junction City, Kan. O
Thos. McMahon, L Box 56. F
Thos. Chapman, Box 148. I

142-ST. FRANCIS, RICHMOND, P.Q., meet 2d & 4th Sunday, I.O.F. Hall.
John Pepler. O
E. Hawker, Box 88. F
Geo. A. Pearson, Box 96. I

143-INDIANAPOLIS, IND., meet 1st & 3d Sun. 2 p.m., I. O. O. F. Hall, 2327 W. Washington st.
D. A. Byers, 11 Pasadena Flat. O
John Rogers, 1943 Central av. F & I

144-BRAINERD, STAPLES, MINN., meet 1st & 3d Monday, 2 p.m., Sovereign's Hall, 4th st. between 1st and 2d av.
John J. Gavin. O
G. H. Wilson, Box 143. F
R. Arundel. I

145-VANDERHILT, NEW YORK CITY, meet 1st & 4th Sun. 10 a.m., Loeffler's Hall, cor. 148th st. and Willis av.
Henry C. Case, 24 E. 138th st. O
Geo. M. Patrie, 22 E. 138th st. F
Pat. Murphy, 317 E. 15th st. I

146-GEORGE W. SEEVERS, ONKALDOON, IA., meet 1st Mon. 7:30 p.m., B.L.E. Hall.
F. L. Dasher, 606 No. A st. O
I. H. Steddom, 621 No. O st. F & I

147-SPOKANE, SPOKANE, WASH., meet 1st & 3d Sunday, Oliver Hall.
O. J. Diebel, E 1414 First av. O
C. F. Hobart, E 311 Sinto ave. F
J. T. Fields, E. H. Sinto ave. I

148-IRON CITY, WHEELS ROCKS, PA., meet 1st & 3d Sunday, 1 p.m., Central time, Fraternal Hall, Chartiers av.
Wm. Curtis, 720 Washington av. Brad-dock, Pa. O
R. M. Clark, 316 Broadway, Box 54. F
W. H. Moran, 726 Chartiers av. I

149-GRANITE ROCK, THIRD, NOV. SCOTIA, meet 1st Sat. 3d Thurs. each month Orange Hall, Inglis st.
Jas. W. Nairn. O
Geo. H. Feetham, Box 223. F & I

150-ST. PAUL, MINN., meet 1st & 3d Sunday, 2 p.m., Central Block, Hall No. 4, cor. 7th & 6th sts.
H. H. Corbett, 1516 Minnehaha st. O
J. H. Avott, 519 Buffalo st. F
W. T. Maher, 197 Penn av. I

151-BURLINGTON, IA., meet 2d & 4th Sunday p.m., K. of C. Hall, 3rd and Jefferson sts.
Geo. R. Robbins, 906 South av. O
H. O. Stebens, 1000 Ho 5th st. F
F. L. Williams, 806 So Central av. I

152-OSWEGO CITY, N. Y., meet 1st & 3d Sunday, 2 p.m., B.L.E. Hall, N.Y. O. & W. Depot.
L. J. Boynton, 36 W. 7th st. O
M. J. Cronan, 35 E 7th st. F
Victor Bellais, 60 E 6th st. I

153-GARRETT, IND., meet every Sunday, 9:30 a.m.
O. V. Miller, Box 343. O
L. B. Hart, Box 23. F
W. H. Gillis, Box 66. I

154-JEFFERSON, HOWELL, IND., meets 43 Mon. 7:30 p.m., Thompson's Hall.
I. T. Carr, 215 Cumberland ave. O
Chas. I. Sutter, 23 Delmar av. F
T. E. Miller, 9 Glendale ave. I

155-DECAT H. ILL., meet every Sunday at 2:30 p.m., in B. of L. E. Hall, Masonic Temple, North Water st.
John Rodema, 964 E. North st. O
E. B. Collins, 1444 East Prairie st. F & I

156-BIRMINGHAM, ALA., meet every Sunday, 2:00 p.m., B. of L. E. Hall, 1910 3rd ave.
J. D. Jesse, R. F. D. No. 6, Box 22. O
W. H. Haun, 1818 5th av., Bessemer, Ala. F
Martin Whitford, R. F. D. No. 6 Box 177. I

157-CENTRAL, JERSEY CITY, N. J., meet 1st Sun. 10 p.m. 3d Sat. 8 p.m., Masonic Hall, cor Pacific ave. & Maple st.
M. F. Ahern, 169 Hopkins av. O
E. F. Jones, 17 Monitor st. F
John T. Fox Jr., 1 Holtwood st. I

158-SPARKS, NEVADA, meet 1st & 3d Monday.
E. Shepley. O
J. A. Ross. F
J. H. Downey. I

159-CEAR RAPIDS, IA., meet 1st & 3d Sun. 2:30 p.m., K. of P. Hall, 1st av. and 1st st.
Geo. T. Munn, 1645 2d av. E. O
Frank A. Davis, 1314 A. E. F
D. B. DeCear, 4500 st. I

160-CAPITOL, WASHINGTON, D. C., meet 1st Wed. 7:30 p.m. 4th Sun. 2:30 p.m., Weller's Hall, cor. 8th & 1st S.E.
Chas. R. Bush, 712 8th st. S.W. O
Wm. O. Jasper, 514 E st. N.W. F
Fred Rollman, 823 E Preston st., Baltimore, Md. I

161-SAN FRANCISCO, CAL., meet every Thurs. 8 p.m., St. L. Polito Bldg., 826 16th.
John E. McCreagh, 2086 Mission st. O
H. A. Madden, 2456 Howard st. F
F. M. Armstrong, 369 Missouri st. I

162-MONCTON, NEW BRUNSWICK, meet 1st Sat. 12:30, 3d Sat. 12:30 I.O.F. Hall.
W. F. Hicks, 107 Cameron st. O
W. F. Smallwood, 154 Highfield st. F
S. W. Carson, 61 Camden st. I

163-PANSI MARCIP, NEWPORT, VT., meet 2d Mon. 7 p.m., & 4th on 7:30 p.m.
B. L. F. Hall, Lanes Block, Main st.
B. C. Hinman. O
J. J. Stenson. F
E. W. Ruggles, Lyndonville, Vt. I

164-MANASSAHOIT, ATTCHISON, KAN., meet 1st & 3d Monday 2:30 p.m., Masons' Hall, cor. 6th and Commercial sts.
Fred Shippey, 1111 Santa Fe st. O
W. C. Bennington, 1438 Santa Fe st.
John Kennington, Box 298, Greenleaf, Kan. I

165-ORCOLE, LO. ISVILLE, KY., meet 2d & 4th Thursday, 7:30 p.m., Shaf-fer's Hall, 27th st. bet. Portland av. & Montgomery st.
J. L. Griggs, 1100 Bank st. O
M. J. Carroll, 112 26th st. F
H. O. Daniel, 2098 Portland av. I

166-S.H. DOTTERER, CARBONDALE, PA., meet 1st & 3d Sunday, 2 p.m., Pioneer Dime Bank Bldg., North Main st.
A. Copeland, 8 Copeland av. O
A. M. Banks, 128 S. Terrace st. F
A. W. Bayley, 140 Salem av. I

167-DEVEREUX, CLEVELAND, O., meet 2d Monday 7:30 p.m., & 4th Sunday, 8 a.m., Hanna Block, near cor. Woodland & Willson av.
B. Whelan, 117 Kinsman st. O
G. Dugo, 6309 Quaker st. F
J. H. Miner, 4916 Wellesley av. S.E. I

168-CAPITOL, OTTAWA, ONT., meet 1st & 3d Sundays 2 p.m., Booth's Hall, cor. Somerset & Arthur sts.
E. Towsey, 161 Neplau st. O
J. P. Chisholm, 55 Lett st. F
J. Ryan, 60 Rochester st. I

169-SYRACUSE, N.Y., meet every Tues-day, 8 p.m., B.L.E. Hall, Raion Bk. Oswego and Seymour sts.
M. E. McCarthy, 222 Merriman av. O
W. H. Williams, 314 Seymour st. F
Wm. Frasier, 118 Davis st. I

110—WELLSVILLE, O., meet 2d & 4th Sunday, 2 p.m., & 4th Thursday, 7:30 p.m., B.L.E. Hall.
 Thomas Ryan, 15th & Commerce sts. C
 Geo. D. McGarry, 1789 Clark av. F
 E. L. Armstrong, 1786 Clark av. I

111—HOOVER, N. J., meet 1st Sun. 1:30 p.m. & 3d Fri. 11 a.m., Reinking's Hall, 127 Hudson st. C
 C. A. Slack, 102 Park av. C
 C. A. Stevenson, 500 Washington st. F
 C. J. Nixon, 1 Millitary av., Morris- town, N. J. I

112—DORFMAN, SCHENECTADY, N. Y., After Oct. 21st, 1906, meets alternate Sundays, 2 p.m., St. Paul's Temple. Chris. Whamler, 130 Park Place. C
 Henry Hoppman, 16 Front st. F
 F. Dunning, 153 Barrett st. I

113—OIL CITY, OIL CITY, PA., meet 1st & 3d Sunday, 2:30 p.m., over C. City Nat'l Bank, c. Elm & Center sts. J. A. Kennedy, 301 W. Front st. C
 Wm. Agnew, 4 State st. F & I

114—HOPK, LINDSAY, ONT., meet 2d & 4th Sun. 2 p.m., Kent & Cambridge. Geo. Nursey, Box 206. C
 T. Wilkinson, Box 206. I
 J. McMahon, Box 215. I

115—OLENTANG, COLUMBIA, O., meet 2 Tuesday, 7:30 p.m., Lyndon Bldg., cor. High and 5th. C
 Geo. W. Simpson, 337 East Broad st. C
 T. E. Maloney, 219 E. Central av., De- aware, O. I
 C. O. Norton, 127 N. Union st., De- aware, O. I

116—BARABOO, WIS., meet 1st & 3d Mon- day 7:30 p.m., B.E. Hall. C
 Henry H. Pinkham, 321 4th st. C
 C. Thos. Williams, 318 First av. F
 L. E. Metcalf, 314 Ash st. I

117—DENISON, TEX., meet every Satur- day, 2:30 p.m., O. R. C. Hall. T. Z. Williams, 431 W. T. Cotton st. C
 W. H. McTune, 406 W. So. 1st st. F
 L. Metcalf, 610 W. Chestnut st. I

118—S. DALIA, MO., meet 2d Sunday, 2:30 p.m., 8 p.m., I. O. C. Hall, over Seclalia Trust Co. Bldg. C
 O. E. Games, 1109 E. Broadway. C
 Wm. Rast, 418 E. 7th st. F
 Chas. Boyle, 1101 E. 10th st. I

119—PARSONS, KAN., meet 1 & 3 Weds., 7:30 p.m., & 2 & 4 Sunday, 2:30 p.m. B. of L. Hall, 186 Main st. C
 W. S. McCall, 11318 No 23d st. C
 Curtis Parsons, 2501 Crawford av. F
 J. B. Hotchkiss, 1923 Clark av. I

120—MINNEHAHA, MINNEAPOLIS, MINN., meet 1st & 2d Sun., 2:30 p.m., A. O. U. W., 1st, 15th & 17th st. So. C
 C. E. Barton, 123 Mary Place. C
 F. A. Rodgers, 340 So. 1st av. F
 W. H. Mase, 46 N. 1st st. I

121—ELDON, IA., meet 1st & 3d Sunday at 2 p.m., I. O. O. F. Hall. C
 A. C. Weyandt. C
 C. M. Stanton. F
 E. H. Finney, Box 8. I

122—HENRY CLAY CALDWELL, LITTLE ROCK, ARK., meet every Thursday 3 p.m., B.L.E. Hall, Chester and West Markham sts. C
 John Q. Hays, 1008 W 2nd st. C
 J. E. Mills, 912 North st. F
 Byron Schimelfengig, 1130 W 5th st. I

123—ORANGE, SEB., meet every Monday eve, A. O. U. W. Hall, 1103 N. 14th st. John Glynn, 606 So 12th st., Council Bldg. Ia. C
 Frank Smith, 1017 So 24th st. F
 Albert L. Johnson, 51 1/2 S. 10th st. I

124—ST. ALF., IA., meet 1st & 3d Sun., 3 p.m., in Engineers' Hall, Nauau st. John M. Johnson, Box 47. C
 C. Geo. A. Laird, Box 87. F
 Thomas Holmes, I. Box 21. I

125—GEO. J. NICHOLS, S. F. C. S. D. IAC, WIS., meet 1st Tuesday at 7:30 p.m., & 3d Sunday, 2:30 p.m., Railroad 1st. D. Mahoney, 190 E. 2nd st., Fond du Lac, Wis. I
 C. Thos. L. Ore, n. 11 Center st. C
 Jas. A. Watson, 90 Michigan av. I

126—DENVER, COLO., meet every Fri- day, 7:30 p.m., Masonic Temple. W. H. Brown, 1571 Fillmore st. F
 Geo. Morrell, 872 Kalamath st. I

127—FT. WORTH, TEX., meet Fridays, 7 p.m., B.L.E. Hall, 8 Rusak st. J. L. Baker, Baird, Texas. C
 I. M. Dean, Box 335, Baird, Texas. F
 D. Hartman, 100 Hand st., Brown- wood, Texas. I

128—AVON, STRATFORD, ONT., meet 1st & 3d Sunday, 2 p.m. Donald Ross, 239 Front st. C
 John Battley, 58 Perth st. F
 J. I. Moore, East st., Goderich, Ont. I

129—BELLVILLE, ONT., meet 1st & 3d Sunday, 2:30 p.m. C
 Thos. H. Marshall, Sta P. O. C
 H. La Voie, Station P. O. C
 W. J. Barlow, Station P. O., Box 11. I

130—HUNTINGTON, W. VA., meet 1st & 4th Monday, & 2d Friday, 1 p.m., in Abbott Hall, 910 4th av & 9th st. W. A. Crockett, 1025 5th av. C
 C. E. Southworth, 1002 5th av. F & I

131—WACHSETT, PITTSBURGH, PA., meet 2d & 4th Sun., 12 m., G. A. R. Hall, Frank W. Palmer, 30 Day st. C
 E. J. Mulaney, 130 Myrtle ave. F
 J. W. Abbott, Highland av. Ext'n. I

132—RIO GRANDE, EL PASO, TEX., every Sat. 2 p.m., K. of P. Hall, Buckler Bldg. C
 G. P. Walcor, Box 240. C
 G. M. Miller, 110 Mesa av. F
 G. R. Lees, Box 240. I

133—CRESCENT, W. MONROEVILLE, LA., meet 1st & 3d Monday at 7:30 p.m., 2d & 4th Monday at 9:30 a.m., Gould Fire Co. Hall. C
 T. H. Higgins. C
 R. E. Feller. C
 W. J. Van Hise. I

134—REIVAT, PALESTINE, TEX., meet every Friday, 10 a.m., Labor Hall. Samuel Manley, 616 Lacy st. C
 R. E. Wright. F
 J. E. McQuinn, 309 Reagan st. I

135—YELLOWSTONE, FORSYTH, MON., meet every Wednesday, 2 p.m. James Eckels, Lock Box 1. C
 H. L. Johnson, Box 218 Glendive, Mont. F
 C. J. Johnson, Box 115. I

136—MAGNOLIA, TOMB, MISS., meet every Monday, 2 p.m., Engin'r's Hall. C
 G. C. Fordick. C
 J. G. Evans, Box 27. F & I

137—SASSI, SAN ANTONIO, TEX., meet Wednesdays, 9:30 a.m., Murray Hall, cor 10th & Austin st. C
 W. F. Griffin, 1215 Avenue D. C
 N. G. Leach, 1730 N. Hackberry st. F & I

138—BROOKS, CHATTANOOGA, TEN., meet 2 & 4 Sunday, 2 p.m., I. O. C. O. E. Hall, Market & Montgomery. C
 John Smith, 117 Mitchell Ave. C
 I. Pennebaker, 906 East Montgomery av. F & I

139—MARSHALL PASS, SALIDA, COLO., meet Mon. 2:30 p.m., K. of P. Hall. C
 Geo. E. Baldwin. F & I

140—SAYANA, ILL., meet 2d & 4th Mon- day, 2 p.m., B.L.E. Hall. C
 F. Williams. C
 P. H. Kirby. F
 C. H. Webber, 40 Chicago av. I

141—LEWIS, IA., meet every Wednes- day, 4 p.m., Woodmen's Hall. C
 J. D. Ridgway, 114 E. Valentine st. C
 M. M. Bartholomew, 38 E. Bow st. F
 Chas. Higley, cor. Cotton B. It. I

142—FARGO, N. DAK., meet 1st & 3d Sunday, 2:30 p.m., I. O. F. Hall, Rob- erts st. and 24 av. C
 J. E. Benedict, 212 10th st. N. F & I
 W. J. Ridley, 324 19th st., No. F & I

143—PENNA, IA., meet 1st & 3d Wed., 2 p.m., A. O. U. W. Hall. C
 J. T. DeLand, 1703 3d st. C
 J. M. O'Laughlin. F
 H. H. Moore, Box 43. I

144—PITTSBURGH, PA., meet 1st & 3d Sunday, 12:30 p.m., English school house. Eugene Ouellet. C
 Joseph Seett. F & I

145—HARTFORD, CONN., meet 1st & 3d Sunday, 2:30 p.m., Comstock Hall, E. Hartford, Conn. C
 Geo. L. Bull, 189 Meadow st., New Haven, Conn. C
 E. E. Bill, 331 Capen st. F
 Wm. G. Squires, East Hartford, Conn. I

146—HURPLE, TEN., meet every Wednes- day, 2:30 p.m., I. O. O. F. Hall. C
 R. T. Fleming, 213 Central av. C
 J. E. Wagner, 301 S. 15th st. F
 C. A. Cahoon, 701 S. 7th st. I

147—ALLANTA, GA., meet every Sunday, 2:30 p.m., Red Men's Hall, Marietta and Alexander sts. C
 John A. Ray, 76 No. Spencer st. C
 C. Adams, Box 25. F
 J. H. Welch, 411 Luckiest st. I

148—PITTSBURGH, SPRINGFIELD, OHIO, meet 2d & 4th Sunday, 2 p.m., Jr. O. A. M. Hall, 36 E. Main st. C
 Jas. A. Carney, 231 S. Greenmount. C
 Oliver L. Trembly, 60 Linden av. F
 F. J. Mills, 222 E. st. I

149—SERRA, CHAMA, N. MEX., meet Mondays, 7:30 p.m., K. P. Hall. G. A. Riddle. C
 D. M. Wright. F & I

210—SIMPSON, WACON, GA., meet every Sunday, 2 p.m., I. O. O. F. Hall, Cherry st. C
 D. J. Moore, 121 Plant st. C
 J. L. Fickling, 713 2d st. F & I

211—JUNCTION CITY, TABLE GROVE, IA., meet 1st Sunday & 3d Monday, Ma- sonic Hall. C
 Wm. J. Robinson. C
 Jno. McDonald, Jr., Box 693. F
 Geo. E. Howell, K. of Wood av. I

212—STANLEY, ILLINOIS, HIG SPRING, TEX., meet every Tues. 2 p.m., K. of P. Hall. C
 C. A. Ruhoup. C
 S. E. Ord. F
 T. L. Deats. I

213—HICKS, S. DAK., meet 1st & 3d Sun- day, 8 p.m., Masonic Hall, Dakota av. E. E. Vance, 620 Utah st. C
 John Mills, 651 Bench st. C
 J. F. Doherty, 1132 1st st. I

214—QUEEN CITY, ILL., I. O. O. F. Hall, meet 1st & 3d Sunday at 1:30 p.m., I. O. O. F. Hall. C
 D. G. Parker, 602 So Highland av. C
 Frank Johnson, 21 East 8th st. F
 Ed Hall, 313 So. Evergreen st. I

215—IDAHO, BOWLING GREEN, KY., meet Mondays, 9:30 a.m., Corinthian Building, Main and Center sts. C
 Jos. Lamber, 128 Main st. C
 M. B. Brightwell, 147 Kentucky st. F
 R. B. Atkinson, 135 Woodford st. I

216—HONOLULU, PINK BLUFF, ARK., meet every Tuesday, 7:30 p.m., Rodmen's Hall, 4th and Pine. C
 D. L. Anderson, 624 Georgia st. C
 C. P. Bond, 618 E. 2nd av. F & I

217—CHAMPLAIN, WHITEHALL, N. Y., meet alternate Sundays at 12 noon, K. O. T. M. Hall. C
 D. F. Morrill, North Creek, N. Y. C
 W. J. Rivers. F
 John Nichols, I. Box 817. I

218—FRIENDLY HAND, MONTPELIER, Vt., meet 2d & 4th Mon. 2 p.m., I. O. O. F. Hall. C
 N. F. Gould, Box 500. C
 R. J. Luxan. F & I

219—GARFIELD, MARSHALL, TEX., meet alternate Thursdays, 1:30 p.m., K. of P. Hall. C
 L. J. Jordan, 307 W. Houston av. C
 W. H. Green, 520 East Burlington st. F & I

220—ROODHOUSE, ILL., meet 1st & 3d Sunday, Old Fellows Hall. C
 W. P. Strunk. C
 J. W. Utt. F
 J. W. Casey, North st. I

221—HUNTINGTON, IND., meet every Sunday, 2 p.m., Engineers' Hall, Jefferson st. C
 Clinton Butler, 30 Henry st. C
 Wm. McClure, 508 Jackson st. F & I

222—WAINWORTH, SALT LAKE CITY, UTAH, meet 1st & 3d Thursday, 7:30 p.m., K. of C. Hall, 21 West 1st south st. C
 Abel Prece, 523 N. 4th st. West st. C
 Thos. J. Bult, C. O. W. 3rd N. rth st. F
 C. A. Standard, 455 N. 2d West st. I

223—CENTRAL CITY, SELETA, ALAB., meet every Tuesday evening, at 7:30 p.m., in R. K. Y. M. C. A. C
 J. J. Thomas, 29 Florence st. C
 J. W. Green, 102 Alabama st. F & I

224—AMERICAN, CITY OF WIA., meet every Monday, 1:30 p.m., 5a Ia F.rella, No. 107. C
 J. E. Harbour, 6a Guerrero 47. C
 J. E. Edmonson, care of Mexican Nat'l Santiago Chors. F
 J. H. Penrelly, care Mexican Nat'l Shops, Santiago, Mex. D. E. I

225—PADUCAH, KY., meet every Mon- day, 9 a.m., Campbell Building. C
 A. E. Mercer, 63 So. 13th st. C
 F. L. Duke, 214 N. 13th st., Paducah. F
 W. E. Everts, 10 So. 8th st. I

226—CARDIFF, FT. DODGE, IA., meet 1st & 3d Sundays. C
 F. E. Owen, 918 So. 8th st. C
 F. F. Fox, Lock Box 125. F
 H. A. Deering, 121 2d and Haskell st. I

227—WATERLOO, N. Y., meet 2d & 4th Sunday, 2:30 p.m., K. of P. Hall, Room 58 Taugart Bldg. C
 S. F. Shepard, 121 So. Orchard st. C
 F. W. Smith, 152 N. Meadow st. F & I

228—SIOSHOKE, POCATELLO, IDA., meet every Saturday, 2 p.m., in Masonic Temple. C
 M. Derham, 441 N. Arthur av. C
 L. D. Brown, Box 28. F & I

229—QUEEN OF MIDLAND, MASON CITY, IA., meet 2d Sunday, at 10 a.m., and 4 Tues. at 2 p.m., Woodmen's Hall. W. H. Tyson, 722 N. Madison. C
 W. J. Pagenhart, 411 W. 12th st. F
 Jas. B. Gile, 422 West 10th st. I

230—STRENGTHEN, KENNEDY, MISS., meet 1st & 3d Sunday, 2:30 p.m., B. of A. E. Hall, 26th av. and 6th st. F & I
H. W. Schlager, 4025 South st. C
A. S. Finch, 526 81st av. F & I
W. D. Culbreath, 319 4th av. F & I

231—JACK CHRISTIAN, CHICAGO, ILL., meet 1st and 3d Sunday, at 7:30 p.m. H. & H. Hall, 161 East Randolph st. Chas. M. Smith, 65 N. Albany av. C
Thos. J. Finn, 6616 Lafayette av. F & I

232—NATIONAL PARK LIVINGSTON, MONT., meet every Monday, 2 p.m. A. O. Wilson, 106 N. Cat. C
Geo. B. Pierce, 116 So. Ost. F
William Dean, 128 East Chinook st. F & I

233—WILLIAM GALLOWAY, HAGERSTON, MD., meet 2d & 4th Wednesday 7:30 p.m., let Hose Hall. J. A. McTaggart, 21 High st. F & I
W. N. Fleigh, 201 Elizabeth st. F & I

234—DE 8070, TOPKKA, KAN., meet 2d & 4th Sunday 2 p.m., K. of P. Hall, 6th and Quincy sts. C
C. Medina, 816 Madison st. C
John N. Kelly, 311 West 12th st. F
Charles Jones, 517 Monroe st. F & I

235—UNITY, UNION HILL, N. J., meet 1st Sat. and 3d Sunday, 8 p.m., Masonic Temple, cor. Fulton st. & Bergenline, Union Hill. James Roe, Fisher av., New Durham, N. J. C
Henry Grizman, 219 Second st., Weehawken P. O. F
Wm. H. Umpleby, 529 4th st., Weehawken P. O. F & I

236—COLIMENIA, PORTLAND, ORE., meet 2d & 4th Monday, 1:30 p.m., Davis Hall, Russell st. J. George, 761 Rodney av. Sta. B. C
E. Curtis, 153 Morris st. Sta. B. F & I

237—FORT SCOTT, KAN., meet every Monday at 2:30 p.m., W. O. W. Hall, So. Main st. W. B. Daniels, 422 West 5th st. C
O. D. Hanes, 117 N. Little st. F
J. T. Richardson, 206 S. Barlowe st. F & I

238—TACOMA, WASH., meet every Sunday 10 a.m., in I. O. O. F. Hall, cor. 26th and East O sts. R. W. Copeland, 2708 East O st. C
W. H. Morris, 1019 E. Harrison st. C
L. Champlin, 912 E 2nd st. F & I

239—HOLSTON, KNOXVILLE, TENN., meet Mondays, 9 a.m., in French & Roberts Bldg., cor. Gay and Depot sts. O. A. Trainum, 1122 Stewart av. C
J. D. Bishop, 600 Richard st. F & I

240—POINT EDWARD, SARINIA, ONT., meet alternate Thurs. 8 p.m., C. O. F. Hall, Front st. H. Spratt, 394 Russell st. C
James Copeland, 140 Savoy st. C
J. B. Wilson, Box 489. F & I

241—ALTOONA, WIS., meet 1st & 3d Sunday, 2:30 p.m. Stephen Ketting, 1000 N. 1st st. C
D. Brower, 1000 N. 1st st. F & I
J. O. Enockson, L. Box 241. F & I

242—J. R. COLLINS, ENNIS, TEX., meet 2d & 4th Mon. at 1 p.m., in K. of P. Hall. James Walker, N. Sherman st. C
K. F. Brumback, 1007 No. McKinney st. F & I

243—KARINSIGA, FORT WILLIAM, ONT., meet Nault Hall, Simpson st., 2d & 4th Tuesdays each month. Wm. Blannerhassett, 119 Brodie st. C
Ily Mills, 438 McKenzie st. F
A. McArthur, 120 Dease st. F & I

244—CORNUSS, N. Y., meet 1st & 3d Sunday, 3 p.m., Odd Fellows Hall, East Market st. L. L. Switzer, 31 E. Erie av. C
Wm. Brewer, 87 E. Erie av. C
J. Jesse Newell, 65 E 1st st. F & I

245—CHARLESTON, ILL., meet 2d & 4th Sunday, 2 p.m., B. L. E. Hall. C. E. Long, 305 Polk st. C
John Darigan, 124 6th av. F & I

246—EVANSVILLE, IND., meet 1st & 3d Friday, 7:30 p.m., over Evans Hall, 5th & Locust st. Robt. Skinner, 604 William st. C
Chas. Sansom, 1064 Cherry st. F
M. Hoffman, 1501 East Franklin st. F & I

247—HALIFAX, NOVA SCOTIA, meet 2d & 4th Sun., St. Marks Hall, Campbell Rd. John Ross, 27 Russell st. C
James Stockall, 47 Campbell rd. F & I

248—JOHN HILL, ELKHART, IND., meet every Sunday at 3 p.m., B. L. E. Hall, 616 S. Main st. F. E. Smith, 612 N. 5th st. C
James H. Calkins, 119 Division st. F & I

249—LEVIARD GREEN BAY, WIS., meet 1st & 3d Sunday, 2 p.m., K. P. Hall. J. A. Stathers, S. Kaukauna, Wis. O
L. S. Wandell, Box 29, S. Kaukauna, Wis. F
P. Brown, S. Kaukauna, Wis. F & I

250—S. J. J. A., meet 2d & 4th Sunday, 1:30 p.m., Haas Bld., Market & 8th. Ruben F. Krohn, 143 Walnut st. C
C. C. Bowen, 538 S. 2nd st. F & I

251—BAYON, NEW YORK, meet 2d Tues., 2:30 & 4th Tues., 7:30 p.m., Mendolsan Block, Cook av. Frank Snell, 1000 N. 1st st. C
S. T. Ruby, 43 So. 3d st. F
Geo. A. Norman, 444 So. 4th st. F & I

252—ARKANSAS VALLEY, NEWTON, KAN., meet 1st & 3d Mon. 1:30 p.m., K. P. Hall. Geo. H. Arnold, 309 West 5th st. C
Linden C. Woodbury, 309 West 5th st. C
J. R. Truitt, 305 West 5th st. F & I

253—GARDEN CITY, CHICAGO, ILL., meet 2d & 4th Sunday, 2 p.m., Metropolitan Hall, 4th av. and Harrison st. H. W. Kendall, 232 Congress st. C
H. M. Stetler, 217 Congress st. F & I

254—OIL EXCHANGE, SALAMANCA, N. Y., meet 1st & 3d Sunday at 2 p.m., in Crandall Hall. W. S. Putnam, room 21, Nies Bld. C
Elmer N. Godfrey, 167 E. State st. F
D. D. Hall, 111 W. Weber av. DuBois, Pa. F & I

255—T. SCARAWAN, LEVENSON, O., meet 1st Sun. & 2d & 4th Tues., 1:30 p.m., K. of C. Hall, 4th and Center sts. Thos. C. Wright, 50 5th st. C
E. M. Young, Box 945. F
M. Calanane, Box 81. F & I

256—WARTLE, SAVANNAH, GA., meet 2nd & 4th Sun., 2:30 p.m., K. of P. Hall. J. W. Verghart, 118 Huntington, W. C. O. Barnwell, 302 Bolton st. East. F
A. H. Lodge, 902 E. Henry st. F & I

257—OSOKA, MAUCH CHINK, PA., meet 2d & 4th Sunday, 2 p.m., Hess Hall, East Mauch Chunk, Pa. John H. Warg, R. F. D., Sugarloaf, Luzerne Co., Pa. C
T. Lindemuth, 6th st. E. Mauch Chunk, Pa. F & I

258—ST. ROYAL, MONTREAL, CAN., meet 1st & 4th Sun., 2 p.m., Laforestier's Hall, 87 Aylwin, cor. St. Catherine St. East, Hochelaga. W. Farley, 18 Marlborough st., Hochelaga, P. Q. C
J. C. A. Brazon, 154 Aylwin st. F & I

259—EASTON, PA., meet 2 & 4 Sunday, 1:30 p.m., 9th & Washington sts. E. R. West, 236 Iron st. S. S. C
Wm. McKee, 629 Valley av. F & I

260—ASHFALL, O., meet 1st M. in 7:30 p.m. & 3d Sun. 2 p.m., Hlickock's Block, Main st. W. N. Bannister, 199 Prospect st. C
W. E. Houston, 324 West st. F & I

261—BERKINGTON, KAN., meet 2d & 4th Sun., 9 a.m., Odd Fellows Hall. J. P. Scott. C
W. A. Thompson. F & I

262—MISSOURI LA, MONT., meet 2d & 4th Sunday, 2:30 p.m., Odd Fellows' Hall. E. B. Quimby, 215 E. Railroad av. C
J. C. Anderson, 735 A st. F
A. Butzerline, 605 Alder st. F & I

263—WILKESBARRE, PA., meet 2 & 4th Sunday, 2:30 p.m., G. A. R. Hall, So. Main st. W. H. McDonnell, 115 Madison st. C
Wm. J. Conway, 120 So Grant st. F
Chas. McCrossen, 50 S. Hancock. F & I

264—MESA, SAN MARCIAL, N. M., meet every Tuesday, 7:30 p.m. J. W. Lyons. C
K. DeHart. C
T. O. Noesman, Box 88. F & I

265—DEK DEK, FLORENCE, S. C., meet Sundays, 3 p.m., Masonic Hall. W. G. Gentry, Box 464. C
J. L. Wyssom, Box 121. F & I

266—GLANVILLE, WICH., meet 1st & 3d Sunday afternoon, Fraternity Hall, Delta av. Geo. N. Ward. C
W. C. Prains. F & I

267—SWANANOA, ASHEVILLE, N. C., meet 2d & 4th Sun. 10 a.m., K. of P. Hall, So. Main st. W. W. Pitts, 76 Park av. C
R. G. Handley, 357 W. Haywood st. F
H. H. Sullivan, 214 Patton av. F & I

268—ELKHORN, NORFOLK, NEB., meet every other Thursday, 2:30 p.m. Geo. J. Parker, R. F. D. No. 4. C
C. J. Hibben, 612 So. 3d st. C
Patrick Crotty, 1104 Cleveland st. F & I

269—LONG ISLAND, LONG ISLAND CITY, N. Y., meet 1st Wednesday, 11 a.m., & 3d Saturday, 8 p.m., Masonic Hall, 8d st. and Vernon av. Wm. Norrie, 74 5th av., White Stone, L. I. C
Jas. Mason, 146 DuPont st., Brooklyn, N. Y. C
Joseph Wohlfalk, 80 Ray st. Jamaica, L. I., N. Y. F & I

270—ANDRESHA, KAN., meet every Monday, 7:30 p.m., Pierce's Hall. C. F. Jewell. C
G. W. Fletcher. F
W. B. Dale. F & I

271—ALLINGHAM, COVINGTON, KY., meet 1st & 3d each month, 7:30 a.m. New Kentucky Post Bldg., 43 Madison av. R. H. Chalkley, 1625 Holman av. C
F. W. Robertson, 1566 Holman av. F
J. C. Green, 1707 Scott st. F & I

272—FAIRVIEW, ASHLEY, PA., meet 1st & 3d Sun. 1 p.m., Doney's Hall, Main Frank Barkley, Hartford st. New O. Thos. Cole, 22 Timpon st. F & I

273—CONNAKT, O., meet 2nd & 4th Sun., 2:30 p.m., Odd Fellows' Hall. John J. Rossiter, 414 State st. C
W. J. Raynor, 517 Main st. F
Geo. Henry, 610 State st. F & I

274—SILVER BOW, S. ET TPE, MON., meet 1st & 3d Saturday, 7 p.m., in Hall Thos. Maley, Silver Bow, Mont. C
Chas. Fredrikson, 1114 California av. F & I

275—PENSACOLA, FLA., meet every Monday, 9:30 a.m., Odd Fellows' Hall. Theo. Muller, 1017 E. Gadsden st. C
W. H. Miller, 408 N. 1st st. F & I

276—SAR SILGON, SCARFON, PA., meet 2d & 4th Sunday, 2:00 p.m., Gurney's Hall, 314 & 316 Washington st. Thos. P. Gaynor, 511 N. Lincoln av. C
R. W. Cox, 302 Wyoming av. F
C. P. Ashelman, 1116 Rock st. F & I

277—WILLAMETTE, PORTLAND, ORE., meet 1st & 3d Tuesdays, at 11 a.m., Alisky Bldg., 4th & Morrison. F. J. Connolly, 458 E. 13th st. N. C
F. S. Crow, 280 E. 2d st. N. F
Joe Kehoe, 180 E. 7th st. North. F & I

278—SILVER CITY, ARGENTIA, ARK., meet every Wednesday, 8 p.m., Vogel's Hall. R. F. Bennett, 912 Dupont st. C
A. Maday, 217 W. 3rd st. F & I

279—PLEASANT VALLEY, DICKINSON, S. DAK., meet Sat., 7:30 p.m., B. L. E. Hall. C. D. Litch. C
W. T. Nickels. F
M. Drury. F & I

280—BIRMINGHAM, PA., meet 1st & 3d Mon., 7:30 p.m., Newell Hall, Main & Webster sts. C. H. Alger, 109 William st. C
M. W. Nelson, 38 Miller st. F & I

281—VICKSBURG, MISS., meet 1st & 3d Sun., 7:30 p.m., over Vicksburg Bank. H. Y. Wilson, 1630 So. Rampart st., New Orleans. C
J. H. Garvey, 205 Bridge st. F
Edw. Garvey, 214 Grammar st. F & I

282—E. RICHARDSON, ALBION, PA., meet 2d & 4th Mon. afternoon 1 O. O. F. Hall. E. A. Gordiner. C
J. Lambert O'Connors. F
S. W. Brown, 507 Walker av., Butler, Pa. F & I

283—LELAND STANFORD, WT. OAKLAND, CAL., meet Wednesday, 7:30 p.m., Masonic Hall, Peralta st., betw. 7th & 8th sts. J. A. Sullivan, 1316 Spruce st., Berkeley, Cal. C
E. C. J. Raitton, 1117 Poplar st., Oakland, Cal. F
J. H. Taylor, 944 Chestnut st., Oakland, Cal. F & I

284—TYGART VALLEY, GRAFTON, W. VA., meet Tuesdays, 7:30 p.m., K. P. Hall. W. S. Phillips, 514 Walnut st. C
Geo. A. Deck, 341 W. Washington st. F & I

285—HAWTHORTH SPRINGS, THAYER, MO., meet every Mon. 2 p.m., I. O. F. Hall. L. J. Baker, Box 245. C
Jacob Meers, Box 256. F
W. B. Holmes. F & I

286—GRAND RIVER VALLEY, GR. RAPIDS, MICH., meet 1st & 3d Sunday, 2 p.m., B. L. E. Hall, Walsh Bldg. S. Division. O. O. Andrews, 259 7th st. C
E. W. Richmond, 104 1st av. F & I

287—JERRY C. BURLEY, ALTOONA, PA., meet 1st, 3d & 4th Sunday, 2 p.m., Pythian Hall, Stehle Bldg. 11th av., betw. 11th and 12th sts. J. W. Pluke, 1609 7th av. C
A. F. Ansman, 1918 W. Chestnut av. F
H. B. Stahl, 500 11th st. F & I

288—GEN. WATSON, E. SYRACUSE, N. Y., meet 1st & 3d Monday, 7:30 p.m., Masonic Hall, Manlius st. C. J. Vantyne. C
J. H. DeSalle, Box 440. F & I

290—VIRGENIA, WASHINGTON, IND., meet 1st & 3rd Sunday, 2:30 p.m., W. Walnut st., Fire Station.
Byron Robinson, 900 W. Main st.
O. R. A. Robinson, 908 W. Main st.
F. L. Nimmicht, 1306 W. McCormick av. I

291—PETERSBURG, CREVE, VA., meet 2nd & 4th Sunday, 2:30 p.m., Masonic Hall.
P. J. Crannell, Box 41.
O. T. J. Collings.
J. M. Kidd.

292—UNITED, MIDDLETOWN, N. Y., meet 1st Sun, 10:30 a.m., & 3d Sun, 2 p.m., Maccabees Hall, 55-57 North st.
O. Chas. Tierney, 27 Broad st.
O. John Dunham, 555 North st.
F. M. J. Quinn, 18 Albert st.

293—KEYSTONE, ALLEGANY, PA., meet 24 Sunday, at 2:30 p.m., & 4th Sunday, 9:30 a.m., Perry, cor. Broadwell st.
F. Johnston, 108 Laurel av., Ben Avon, Pa.
O. G. R. Fletcher, 1414 Chartier st.
F. J. W. Keys, 610 11th st. Beaver Falls. I

294—FORT DEARBORN, CHICAGO, ILL., meet 2d Monday, 1 p.m., & 4 Sunday, at 8 p.m., W. Lake & Francisco sts.
John J. Dwyer, 65 N. California av.
O. Chas. L. Grace, 1164 N. 54th av.
F. V. C. Putnam, 1393 Fulton st. I

295—PARADE, TORONTO JUC, ONT., meet 1st Sun, & 3d Sun, at 1:30 p.m., St. James Hall, Dundas & Pacific av.
A. Scruton, 58 Mackenzie Crescent, Toronto, Can.
O. W. B. Carruthers, 29 Law st.
F. J. Neilson, 45 Pacific av., West, Toronto, Ont. I

296—LOMA, O., meet 1st & 3d Sunday, 2 p.m., 2d & 4th Mon. 9 a.m., R. of P. Hall, Pender, cor. Broadwell st.
O. R. W. Blair, 2114 Woodland av.
O. G. W. Nicholson, 282 Charles st. F & I

297—GREEN BAY, WIS., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Duchateau Block, Main st.
Geo. Shequin, 134 N. Oakland av.
O. R. H. Thompson, 228 So. Maple av.
F. R. H. Deguire, 800 Crook st.

298—W. L. SCOTT, ERIE, PA., meet 2d & 4th Sun., 1:30 p.m., 1220 State st.
S. B. Northrup, 11th st.
O. R. H. Fletcher, 384 E. 21st st.
F. H. L. Milner, 702 East 22d st. I

299—D. H. NICHOLS, AMARILO, TEX., meet every Sun, 8 p.m., Union Hall.
O. E. McClure, 206 Johnson st.
O. E. P. Cooley, 602 Garden av.
F. Roswell, N. Lewis, 900 Lincoln st. I

300—LAKE MICHIGAN, MICHIGAN CITY, IND., meet 1st & 3d Sunday, 2 p.m., 1 O. F. Hall.
P. J. Crowe, Washington st.
O. James Mulqueen, Michigan st.
F. W. E. Precious, 112 Cedar st. I

301—CENTRAL, ROANOKE, VA., meet 2d Sun, 1:30 p.m., & Mon. 9:00 a.m., except Mon. following 2d Sun., Red Men's Hall, cor. Campbell av. & Henry st.
W. L. Hanson, 1412 Patterson av. S. W. C.
R. L. Evans, 322 6th av. S. W. F & I

302—LAKE, CHICAGO, ILL., meet 2d & 4th Saturday evenings, Schell's Hall, Westworth av. and 61st st.
Wm. H. Logan, 6294 E. 126th st.
O. Geo. Bodley, 629 W. 55th st.
F. T. Lowe, 4437 Princeton av. I

303—IGORAHAM, CHADRON, NEB., meet 2d & 4th Sunday, 2 p.m., Masonic Hall, Main st.
Henry Steen.
O. Fred Sharrar.
F. Wm. M. Cooley, L. Box 87. I

304—LESTER ADAMS, SAGINAW, MICH., meet 1 & 3 Sun., Lester Adams Hall.
Frank McGarry, 108 Carroll st.
O. F. G. Hateswell, 598 E. Weadock av.
F. Bobt. Reid, 623 N. Second st. I

305—W. H. MILL, HALLSTEAD, PA., meet 1st Saturday, 8 p.m., & 3d Sunday 1:30 p.m., Cunece Hall, Main st.
O. T. McCormack, Box 681.
O. Frank Tingley.
F. Byron Tanner. I

306—CRESTLINE, O., meet 1st & 3d Monday, 1:30 p.m., Firemen's Hall, Jenner's Bldg.
Chas. Burnett.
O. H. E. Cotner, 312 Columbus st.
F. S. Brandt, Columbus st. I

307—GARDNER, SAN ANTONIO, TEX., meet every Wed., 2:30 p.m., Galliger's Hall, 1612 W. Commerce st.
E. E. Hammond, 1720 W. Commerce st. O
S. S. Crews, 1719 W. Commerce st. F
S. A. Jones, 1015 Lakeview av. I

308—NIPISING, N. BAY, ONT., meet 1st & 3d Mon. 2 p.m., Bof L. E. Hall, Main st. Wm. Hallandale.
O. T. W. Turner, Box 801.
F. Jas. T. Lindsay, Box 386. I

309—ORANGE BELT, JACKSONVILLE, FLA., meet 2d & 4th Sun. 10 a.m., Foresters Hall, 12 E Bay st.
R. M. Sparkman, 22 W. Third st. O
J. F. Thompson, 455 Winter st. F & I

310—THOMAS J. THIECK, DENNY ST. PA., meet 2d Sun, 2 p.m., & 3d Tues., 7:30 p.m., Odd Fellows Hall.
O. W. G. Gipsen.
O. Wm. Ramsey.
F. Daniel Brown, Chestnut st. I

311—GARDNER H. COLBY, HINGHAMTON, N. Y., meet 2d Sun. 2:30 p.m., & 3d Sun. 7:30 p.m., I. O. O. F. Hall, 259 N. Shenango st.
O. A. D. Grant, 28 Doubleday st.
O. J. Watson, 11 Doubleday st. F & I

312—OLD COLONY, BOSTON, MASS., meet 2d Sunday 10 a.m., & 4th Sun. 2 p.m., Putnam Hall, 1156 Tremont st.
J. A. Powell 55 Williams av., Hyde Park, Mass.
O. C. P. Shufelt, 8 Walpole, Mass.
F. Stephen Gotham, 424 Whipple st.
F. Fall River, Mass. I

313—SEBOWICK, MONTEVIDEO, MINN., meet 1st & 3d Sunday, 2:30 p.m., A. O. U. W. Hall.
Patrick Croak.
O. K. Starr, Box 118.
F. Fred Tydemann. I

314—SEASIDE, ROCKY MOUNT, N. C., meet every Sun, 11 a.m., Masonic Temple.
W. H. Houston.
O. L. D. Bullock, Box 76. F & I

315—CLINTON, ILL., meet every Sunday, 2 p.m., in Engineer's Hall.
F. Gallagher.
O. Titus Hinchcliff, 918 E. Main st.
F. Chas. L. Zanies, 106 E. Clay st. I

316—HAZLETON, PA., meet 2d & 4th Sun. 1 p.m., Union H. N. Wyoming st.
Ed. L. Lindemuth, 20 N. Cedar st.
O. Geo. Coyne, 633 N. Laurel st.
F. Oscar Klockner, 633 N. Laurel st. I

317—ROBERT ANDREWS, ALEXANDRIA, VA., meet 1st & 3d Sunday, 2 p.m., Potomac Lodge, I. O. O. F. Columbus st., bet. Cameron and Queen sts.
Chas. M. Bruin, 1621 Duke st.
O. H. S. Brown, 1013 King st. F & I

318—FOREST CITY, CLEVELAND, O., meet 2d & 4th Sunday, 1:30 p.m., Merrill's Hall, 539 Pearl st.
A. W. Cotton, 2045 W. 98th st. N. W. O
W. W. Kunkel, 1471 Wagar av. Lake-wood, O.
O. A. Cummings, 2097 Fulton Rd. S. W. I

319—WANGOON, CHAPLEAU, ONT., meet every Monday, 2 p.m., over Public Library Hall, Beach st.
J. A. Rathwell.
O. James D. McAdam.
F. A. R. Lander. I

320—RAMLOOPS, VANCOUVER, B. C., 2nd Mon. and 4th Fri., at 20 o'clock, O'Brien's Hall, Homer st.
Robt. Mee, 618 Homer st.
O. A. E. Solloway, 1124 Burrard st. F & I

321—MAX NATHAN, MANCHESTER, VA., meet 2d & 4th Monday, Toney's Hall, 11th & Hull st.
O. W. A. Viar, Keysville, Va.
O. T. N. Durvin, 2016 Fairmount av.
F. Richmond, Va.
J. E. McAllister, West Point, Va. I

322—SASKATCHEWAN, MEDICINE HAT, ALBERTA, CAN., meet 1st & 3d Wed., Masonic Hall.
Wm. Johnston.
O. P. Ferguson, Box 414.
F. H. C. Cooper, 358 Esplanade st. I

323—STAR, AGUSTA, GA., meet 2d & 4th Sunday, 9 a.m., A. P. A. Hall, cor. Broad & McIntosh St.
R. L. Palmer, 408 Telfair st.
O. Geo. Florence, North Augusta, S. C. F
H. T. Davidson, 1016 Ellis st. I

324—BEAR LAKE, MONTPELIER, IDAHO, meet 1st & 3d Sat. 7 p.m., B. L. E. Hall, Benj. Fitzpatrick.
O. Wm. Roberts.
F. Frank Hutchins. I

325—ANDREW CARNEGIE, WILMINGTON, PA., meet alternate Sunday, 2 p.m., Odd Fellows Hall, 758 Penn av.
S. S. McIntyre, 3317 Ridge st., Pittsburg, Pa.
O. J. C. McOlelland, 7221 Mt. Vernon st., Pittsburgh, Pa.
F. J. D. Dally, Broadway st., Pitsburgh, Pa. I

326—OUACHITO, MONROE, LA., meet 1st & 3d Sun, 1:30 p.m., Eagles Hall, New Opera House.
R. Monk, 600 Grammont st.
O. P. S. Mulhearn, 500 St. John st.
F. W. Doyle, 402 Layton st. I

327—BRIDGE AND TUNNEL, ST. LOUIS, MO., meet 1st & 3d Saturday, 7:30 p.m., and 4th Sunday at 8 a.m., at Oriental Hall, Jefferson av. & Adams.
A. H. Long, 3626 Cote Brilliant av.
O. H. A. Walter, 2301 Eucenia st. F & I

328—DEPEW, B. F. ALGO, N. Y., meet 1st & 3d Wednesday, 8 p.m., 1348 Swan st.
F. J. Brennan, 8 Richmond st.
O. Valentine Galleadorfer, 958 Filmore av.
F. J. H. DeWolf, 214 N. Division st. I

329—FRIENDSHIP, YOUNGSTOWN, OHIO, meet 2d & 4th Fri. 8 p.m., Knights of St. John Hall, 22 W. Federal st.
W. J. Reese, 214 Holmes st.
O. J. E. Farrell, 260 Custer av. F & I

330—GREEN MOUNTAIN, ST. ALBANS, VT., meet 2d & 4th Sunday, 2:30 p.m., B. of L. E. Hall, 142 Main st.
A. McConnell, North Elm st.
O. E. Richards, 10 Edward st.
F. Geo. E. Taylor, 11 Upper Water st. I

331—SEABOARD, PORTSMOUTH, VA., meet 1st & 3d Sun, 2 p.m., in Knights of Columbus Hall, 302 & 304 High st.
M. G. Diggs, Washington & County O
W. M. Moore, 605 Dinwiddie st. F & I

332—GILBERT, HOPKINSVILLE, KY., meet every Sunday, 11 a.m., I. O. O. F. Hall, Court Square.
O. J. Leach, 238 Martha st.
O. P. H. Murphy, 498 Bell st.
F. J. C. McLean, 626 Columbus st. I

333—W. T. KERR, ST. PAUL, MINN., meet 2d Monday & 4th Sun. 2 p.m., State and Noble sts.
R. E. Kennedy, Mantorville Dodge Co., Minn.
O. B. Baesler, 77 E. Isabel st. F & I

334—P. M. GARY, COLUMBI, O., meet 2d & 4th Sunday, 1 p.m., Lyndon Blk High st. and 8th av.
O. Thos. Keenan, 139 E. 7th av.
O. W. P. King, 1499 N. 4th st. F & I

335—TANARU, CORCORAN, N. M., meet 1st & 3rd Sun., 4 p.m., B. of L. E. Hall, 60 N. Main st.
O. H. Straw, 64 Warren st.
O. J. P. Callahan, 29 Perley st.
F. G. H. Moore, 22 Broadway. I

336—T. P. DI NAWAY, OSAWATOMIE, KAN., meet Sun., 2:30 p.m., I. O. O. F. Hall, Geo. Punshon.
O. W. Cook, Box 848. F & I

337—GARRITT ROGART, JUNCTION, N. J., meet 2d & 4th Sun, 2 p.m., Wells Hall.
F. S. Hughes.
O. C. F. Adams, box 624. F & I

338—WACKINAW, BAY CITY, W. S. MICH., meet 2 & 4 Sunday, 9:30 a.m., B. of L. E. Hall, Meade Block.
R. B. Ketchum, 510 N. Erie av. Sta. A. O
Thos. L. Carow, 609 N. Erie av. Sta. A.
Wm. E. O'Hare, 706 N. Walnut st. I

339—OAK CITY, RALEIGH, N. C., meet 1st & 3d Sun, 2:30 p.m., and 2 & 4 Saturday at 8:00 p.m., Odd Fellows Hall.
W. A. Palsion, 617 W. Jones st.
O. H. M. Reese, 407 E. Jones st.
F. H. J. Hellig, 501 E. Polk st. I

340—JENNINGS, CHARLESTON, S. C., meet 2d & 4th Sunday, 8 p.m., Irish Volunteers' Hall, King st.
H. G. Senesney, 199 Spring st.
O. C. H. Burn, 99 Spring st. F & I

341—MISSING LINK, WOODSTOCK, N. R., meet 1 and 3 Sunday, at 2 p.m., in Young's Hall, Main st.
Harrie E. Currie, Box 50.
O. A. C. McGibbon.
F. W. H. Saunders, Box 307. I

342—DIABOND STATE, WILMINGTON, DEL., meet 2d & 4th Sunday, 1:30 p.m., Red Men's Hall, 515 Shipley.
R. W. Harrison, 618 Van Buren st.
O. F. D. Mount, 12 W. 18th st.
F. W. H. Redmille, 1111 West 8th st. I

343—HUTTINGBRO, PRINCETON, IND., meet 1st & 3d Sunday, 2 p.m., Union Hall, Shosh Seminary st.
O. D. J. Shiner, 936 So. Gibson st.
O. J. T. Mullen, 726 S. Gibson st.
F. Jas. Buchanan, 619 S. Gibson st. I

844—WILLINGTON, N.H., meet every Thursday, 1 p.m., B. of L.E. Hall.
H. E. Hansen
S. H. Barner, 602 E. 5th st.
John G. Beard, 224 E. Lincoln av.
845—OLKIN, N.Y., meet 1st Sunday at 2 p.m. & 3d Sunday at 7:30 p.m., Eagles Hall, Union and State sts.
Wm. H. Rodgers, 307 N. 6th st.
J. O. Hamilton, 307 1/2 N. Union st.
J. H. Kane, 728 N. Union st.
846—HORTON, N.H., meet 2d & 4th Sunday at 7:30 p.m., K. of P. Hall.
O. B. Killmer, L. Box 377.
E. M. Forman, Box 259.
Daniel Hill, L. Box 22.
847—ORTEN CREEK, N. TARRANT, VT., meet 1st & 3d Sun. 7:00 A.M. Merch's Row
J. P. Sullivan, W. O. Hall, Merch's Row
O. F. Dennis, 21 Pine st.
O. S. Wardwell, 38 Elm st.
848—NEW LONDON, CONN., meet 1st & 3d Sunday, 10:30 a.m., 98 State st.
P. A. Batch, Westerly, R. I.
E. O. Bosworth, 182 O. 7th av.
849—LEWIS, ST. PAUL, MINN., meet 1st & 3d Sunday, 2:30 p.m., I.O.O.F. Hall, Reaney and 7th sts.
C. J. Miller, 609 Beaumont st.
O. W. Heller, 1586 Grand av.
850—WILLIAM L. FOX, FOXBORO, PA., meet 2d & 4th Sun. 8 p.m., I.O.O.F. Hall.
Wm. Beech
J. E. McAvoy
A. L. Butler
851—FLICKWILL, SHENANDOAH, VA., meet 2d Sunday, 12:30 p.m., and 3d & 4th Sunday, Odd Fellows' Hall.
J. E. Shultz
H. Dorrnough, 325 Mitchell av., Hagerstown, Md.
H. R. Long, 624 W. Franklin st.
852—UNITED LINK, MARTINSBURG, W. Va., meet Mondays, 2 p.m., K.P. Hall over People's National Bank.
F. L. Brown, 515 N. Queen st.
J. A. Bowers, 409 Ohio st.
853—GRAND W. CHURCH, W. PHILADELPHIA, PA., meet every Thursday, 7:30 p.m., Landess Hall, N. W. Cor. 63d & Woodland ave.
P. J. Fitzgerald, 5645 Woodland av.
J. O. Fearon, 6014 Youcum st.
John I. Way, 4115 S. Broome st., Wilmington, Del.
854—KANKAKEE, ILL., meet 1st & 3d Monday, 2 p.m., Arcade Hall.
B. C. Ames, 350 Harrison av.
O. Bruce Walker, 350 Dearborn av.
F. G. C. Simmons, 350 Dearborn av.
855—ALBERTA, CALGARY, ALBERTA, CAN., meets 2nd Saturday 14 o'clock & 4th Friday 19:30 o'clock, Nollan's Hall.
Wm. Pullar, 325 12th av. East.
O. W. J. Coleman, 421 12th av. East.
F. Hector Fitzgerald, 502 12th av. East.
856—BROOKFIELD, MINN., meet 2d Sunday, 7:30 p.m., & 4th Sunday, 2 p.m., in K. P. Hall.
F. A. Woodard
John J. McCabe, L. Box 306.
Ole Anderson, Box 718.
857—S. MINNEAPOLIS, MINN., meet 1st & 3d Sunday, 2 p.m., A.O.U.W. Hall, Bloomington and Franklin avs.
D. W. Davis, 2205 Chicago av.
O. R. Humphrey, 2123 Cedar av.
Geo. W. Vore, 1522 E. 19th st.
858—GENETICITY, DAYTON, O., meet 2d & 4th Sun. 2 p.m., B.L.E. Hall, Jefferson st.
Wm. S. Phares, 2247 E. 3d st.
O. M. P. Hoban, 129 Torrence st.
P. D. Fairman, 2826 E. 3d st.
859—SCHMIDT, KEVADA, MO., meet 2d & 4th Sat., K.E. Hall, Cherry Cedar sts.
W. J. Booney, 43 N. Washington st.
F. B. Farley, 508 Vernon st.
F. J. Watkinson, 602 East Locust st.
860—WATSON, MASSILLON, O., meet every Sunday, 1:30 p.m., 3d Floor Awitlerice Bldg., 7 W. Main st.
A. J. Siler, 58 Park st.
C. A. Boston, 220 E. 11th st.
W. C. Jones, 24 Albright st.
861—NEW ALBANY, IND., meet 2d & 4th Sun. & 1st & 3d Mon. 2:30 p.m. NW. Cor. Pearl & Market sts.
Chas. E. Suger, East 8th st.
J. F. Kurfess, 1215 E. Elm st.
862—GRAND RONDE, LA GRANDE, ORE., meet 1st, 2d, 3d Tuesday & last Sun. 2 p.m., K. P. Hall.
F. E. Holm, Box 201.
O. Henry Hansen, Box 366.
O. M. Humphreys, 1108 O. Hall.
863—HANGING ROCK, SOMERSET, VT., meet 1st & 3d Tue. 7:30 p.m., & 2d & 4th Tue. 2:30 p.m., K. of P. Hall, South Side.
Wm. Ed Donnell
E. A. Williams
J. G. Dikeman

864—WICHITA, KAN., meet every Mon., 7:30 p.m., S. of H. Hall, 924 N. Main.
W. A. Thompson, 1636 N. Topeka av.
T. S. Haden, 414 Riverview st.
F. Mert Stewart, 700 N. Waco av.
865—ADAIR, LOUISVILLE, KY., meet 2d Sun. 9:30 a.m., 4th Mon. 2 p.m., cor. 4th and P. sts. So.
Geo. L. Ihrig, 1708 Scott st., Covington, Ky.
J. F. Flanagan, 2320 3d st.
J. F. McKenna, East Washington st.
866—SAN JACINTO, HOUSTON, TEX., meet Monday, 9 p.m., K. P. Hall, 5 Ward.
Chas. Thompson, 1119 Elysian st.
J. F. Emery, 818 McKee st.
A. Delhamme, 1717 Brooks st.
867—W. F. HALLSTAD, SYRACUSE, N.Y., meet 1st & 3d Sun. 10:30 a.m., Raimon Bldg., cor. Seymour and Oswego sts.
W. Martin, 1118 W. Onondaga st.
J. J. Coykendall, 106 Merriman av.
Edw. Dodd, 620 West Onondaga st.
868—GATE CITY, ATLANTA, GA., meet every Sunday, 2 p.m., Kiser Law Building, Pryor and E. Hunter sts.
G. D. Kitchens, 499 So Pryor st.
O. W. L. Simmons, 224 W. 3d st.
R. E. Williams, 46 E. Georgia av.
869—ORIENTAL, ST. PAUL, MINN., meet 2d and 4th Sunday, 7:30 p.m., Masonic Hall, Payne av. & Wells st.
John Collins, 653 Burr st.
P. O. Howe, 469 Whittall st.
Wm. Neuge, 625 Bates av.
870—S. B. BROWN, PITTSBURG, PA., meet 2d Sun., 2:30 p.m., & 4th Tuesday 7:30 p.m., Barker's Hall, Elizabeth st. and Second ave.
Jacob Hudson, 240 Winston st.
J. F. Wells, 5027 Lafayette st.
871—MOUNTAIN, EAST LAS VEGAS, N.E., meet every Tuesday, 10 a.m., Jr. O. W. A. M. Hall.
J. H. Lowe, 906 Gallinas av.
O. Lee Wright, 610 Gallinas av.
L. P. Lyser, 916 W. Frisco st.
872—WELLEN, FOND DU LAC, WIS., meet 2d & 4th Sunday, 2:30 p.m., Foresters' Hall, 93 S. Main st.
H. E. Hoffman, 638 Wisconsin av.
J. F. Freeman, 82 W. Division st.
873—W. A. ROEBLING, TRENTON, N. J., meet 2d & 4th Sunday, Arcade Hall, 16 E. State st.
H. M. Ayres, 20 Wilkinson pl.
M. J. Shelly, 409 Monmouth st.
874—EASTERN SHORE, DELMAR, DEL., meet 1st & 3d Sun., 3 p.m., Elliott's Hall.
John H. Powell
A. Brewington
875—OLD DOMINION, SPENCER, N. C., meet every Monday, at 10:30 a.m.
D. A. Beaver, 508 S. Fulton st., Salisbury, N. C.
O. B. Reynolds, Box 28.
876—LEHIGH, LEHIGHTON, PA., meet 1st Mon. 7:30 p.m. and 3d Sun. 1:30 p.m. Roemer's Hall.
Harvey Hough, Box 195.
O. Benj. Bartolet, Box 181.
Amandus Rehrlg, Box 716.
877—ST. LAWRENCE, OGDENSBURG, N.Y., meet 2d & 4th Sunday, 2:00 p.m., I. O. F. Hall.
J. J. Murray, 512 Ford st.
E. L. Marney, 107 Green st.
L. Williams, 78 Patterson st.
878—SETTLETON, SPRINGFIELD, MO., meet 1st & 3d Monday, 2 p.m., Odd Fellows Hall, Boonville st.
H. S. Gary, 989 E. Locust st.
A. D. Woodruff, 1945 Texas st.
879—ASHLAND, WIS., meet 2d & 4th Sun. 2 p.m., Field Bldg. Vaughn and 2d.
H. O. Perkins, 1001 Ellis av.
John Meeks, 1011 Front av.
A. Taylor, 1106 E. Ellis av.
880—SAYRE, PA., meet 2d & 4th Sun. 1:30 p.m., P.O.S. of A. Hall, Elmer Block.
Burney Well-r, 358 So Wilbur av.
C. Miles A. Ellis, 31 S. Wilbur av.
F. A. Ellis, 115 Hospital Place.
881—RIDEAU, SMITH FALLS, ONT., meet 1st & 3d Tue. 1:30 p.m., B. of R. T. Hall.
A. G. Boyd
John D. Hayes, Box 184.
Alphonse Tanguay.
882—ELECTRIC CITY, BUFFALO, N. Y., meet 2d Tue. 8 p.m., 4th Sun 2 pm F. Wagoner's Hl. E. Main & Jefferson.
W. J. Miner, 634 Eagle st.
F. S. Feraudes, 246 Laurel st.

883—NEEDLES, CAL., meet every Wednesday, 2 p.m.
Thos. E. Gallagher
W. Hiepham, Box 225.
884—VAN WERT, O., meet 1st & 3d Sunday Union Hall, Wash'g't'n & Water R. J. Wilson, 111 N. Shannon st.
A. W. Root, 254 W. 31st st.
W. J. Swisher, 228 So. Wall st.
885—MIDLAND, COLORADO CITY, COLO., meet every Mon. 7:30 p.m., I.O.F. Hall.
O. R. Sell, 1406 Lincoln av., Colorado Springs, Colo.
T. J. Callahan, 210 S. 18th street, Colorado Springs, Colorado.
886—TOMBIGHEE, BIRMINGHAM, ALA., meets 2d & 4th Sat. 8 p.m. and 3d Sun. 9 a.m., Vorley & Beauman's Hall, 1910 3d av.
Joe Houppert, 1016 N. 19th st.
T. P. Kelley, 1207 Huntville av.
D. H. Badgley, 1615 S. 6th st.
887—W. J. JERRY, CAMDEN, N.J., meet 2d & 4th Sun., 10 a.m., Welcome Hall, 104 Broadway.
O. H. Brenn, 202 N. Pearl st., Bridgeport, N. J.
Riley Van, 624 N. 3d st.
J. John A. Cashman, 800 W. 6th st.
888—LILLIAN, QUINCY, ILL., meet 1st & 3d Sunday, 1:30 St. Joseph st., St. Rochs.
Wm. LeBlanc, 155 Crown st.
A. Beaudry, 165 LaLiberte st.
889—L. S. COOK, FREMONT, NEB., meet 2d & 4th Sunday, 2 p.m., Central Block, cor. 6th and 7th.
W. N. Fischer, 420 Platte av.
W. L. French, 300 W. Missouri Valley, Ia.
E. O. Conner, 720 E. Military av.
890—CITY OF WINDSOR, WINDSOR, ONT., meet 2d & 4th Sunday, 2 p.m., I. O. F. Hall, Davis Bldg., Sandwich st.
Jag. McGarrah, 73 Assumption st.
D. Lanspear, 19 Louis av.
G. H. Richardson, 510 Aymer av.
891—SANTA FE, FT. WADSWORTH, ILL., meet 1st & 3d Sun. 2:30 p.m., Peck st. and Santa Fe av.
D. W. Daley, 2101 Des Moines st.
R. C. Stoner, 2821 Webster st.
T. J. Hill, 2619 California st.
892—MILK RIVER, HAVRE, MONT., meet 1st & 3d Sun., 2 p.m., Chestnut Hall.
Ed. W. Burke
Jas. Lenahan
Ed. W. Riorion
893—GRAND RIVER, KANSAS CITY, MO., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Shoffield Sta.
David Watson, 714 Bennington av.
O. E. W. Crockett, 506 Denver av.
H. W. McKinlay, 1224 Fulton st.
894—P. H. PLICK, CHICAGO, ILL., meets 2d & 4th Sunday, 10:30 a.m., Auburn Hall, 79th st. & Lowe av.
Jas. O'Connell, 7306 Union av.
O. Robert A. Shepherd, 7445 Union av.
F. H. O. Rauh, 7849 Normal av.
895—MISSOURI, DULUTH, MINN., meet 2d & 4th Sunday, 1:30 p.m., Columbia Hall, 20th av. West & Superior sts.
Geo. H. Craig, 1812 W. 3d st.
O. H. H. Scobie, 3105 W. 3d st.
J. A. Cullen, 918 Park Place.
896—L. W. PARK, ARGENTINE, KAN., meet 1st & 3d Sunday, 2 p.m., K. P. Hall.
Fred Osborn, M. So. King st.
O. M. Riddell, 548 Strong av.
897—E. W. HAYES, BEATRICE, NEB., meet 2d & 4th Sunday, 2:30 p.m., K. P. Hall.
S. B. Ayers, 815 N. 6th st.
O. M. L. Van Arsdale, 1410 Grant st.
F. Noah Clark, 716 High st.
898—DEWEY, SAN REINHARDT, CAL., meets 2d and 4th Tuesdays, 7:30 p.m., I. O. F. Hall.
J. F. McFarland, 160 H. st.
F. W. Park, 428 F. st.
F. W. McNeil, 216 Mt. Vernon av.
899—PIGOT SOUND, SEATTLE, WASH., meet 2d & 4th Sunday, 7:30 p.m., Foresters Hall, 1923 1/2 First av.
Edward M. Potts, 851 15th av.
J. J. Grant, 1046 Main st.
900—ST. CARMEL, ILL., meet every Sunday, 2 p.m., Engineers Hall, cor. 3d & Main.
H. W. Baldwin, 902 Cherry st.
O. Chas. F. Barrett, 713 Chestnut st.
901—JOS. H. SANDS, KNOX, VA., meet 1st & 3d Sun., at 2:30 p.m., I. O. F. Hall, Jefferson st.
H. S. Garman, 1001 W. Salem av.
O. W. H. Hill, 550 Luck av. S. W.
902—DECEPION, ELLENBURG, WASH., meet 2nd and 4th Tuesday 2:30 p.m., K. P. Hall.
O. E. Miller, Box 594.
J. S. Sannano, Box 21.
Alfred Gay, 509 West 8th st.

402—A. H. SMITH, DUNMORE, PA., meet 1st & 3d Sunday, 2 p.m., B.L.F. Hall, E. & W. Depot.
A. O. Snyder, 6th and Dudley sts., O
W. S. Grant, 614 Burke st., F & I

403—GEO. W. TILLOT, CHICAGO, ILL., meet 2d Sunday, 9:30 a.m., 4 Thursday, 1 p.m., Hall, 1975 W. Lake st.
Frank Larabee, 1923 Carroll av., O
Wm. J. Coleman, 163 Park av., O
S. D. Lerch, 1955 Washington Blvd., I

404—MILWAUKEE, WIS., meet 2d Sunday, 2 p.m., 4th Sunday, 7:30 p.m., Schubert Theatre Hall, Milwaukee, st. betw. Wisconsin & Michigan sts.
Wm. Gibson, 845 Cass st., O
R. C. Miller, 816 Mineral st., F & I

405—CONKRAUGH, PA., meet 1st & 3d Sun., 1:30 p.m., B.L.E. Hall, Main st.
D. W. Good, Box 103, O
John Hoy, 120 cor. 2d & Oak sts., F
Thos. F. Cassidy, 32 Main st., I

407—A. L. TYLER, ANSTON, ALA., meet 2d and 4th Sunday, 10 a.m., Blue Mountain Hall.
D. L. Harmon, 1824 Wilmer av., C
G. W. Buckpitt, 1503 Wilmer st., F & I

408—KAWAHA, MIDDLEPONT, OHIO, meet 2d & 4th Sunday, 9 a.m., K. of P. Hall, cor. 2d & Rutland sts.
L. A. Starkey, C
Thos. A. Riley, Box 581, F
L. A. Fulcher, I

409—MC CLINTOCK, COLUMBUS, GA., meet every Sat., 8 p.m., Royal Arcanum Hall, 1st ave., over Britt's store.
Kirby Post, 18, 17th st., O
John Williams, 924 4th av., F & I

410—WM. HASSMAN, EVANSVILLE, IND., meets 1st & 3d Sun., 2 p.m., R. of L. E. Hall, 3d & Pennsylvania sts.
Geo. Seiber, 1005 W. Michigan st., O
T. N. Hill, 109 Fountain av., F
W. F. Rogers, 1007 E. on av., I

411—HARMONY, FAIRVIEW, O., meets 2d & 4th Sun., 2 p.m., Woodmen's Hall.
J. T. Wolf, W. Jackson st., C
Chas. R. Spaulding, 501 Prospect st., F & I

412—LEAVENWORTH, KAN., meet 2d & 4th Saturday, 2 p.m.
Jas. P. Curvey, 721 Dakota st., C
W. W. Brownhill, 230 Delaware st., F & I

413—CLOVON, NEBRASKA, MINN., meet 2d & 4th Sun., 2:30 p.m., K. of P. Hall, Harvey Row, Box 385.
E. J. Stoen, F & I

414—R. H. COLEMAN, LEBANON, PA., meet 2d & 4th Sunday, 1 p.m., K. P. Hall, 7th & Cumberland.
J. Wager, 332 Partridge av., C
R. S. Malsberger, 330 Cumberland st., F
Jacob Brandt, 349 N. 10th st., I

415—GRANITE, BLUE CANYON, CAL., meet every Tuesday, 2 p.m., Masonic Hall.
O. H. Kerner, F & I
B. E. Talbot, I

416—CHARTERS VALLEY, CALNEGIE, PA., meets 2d & 4th Wed., 8 p.m., Masonic Hall, Main and Broadway.
F. H. Knox, 607 Dick st., C
Geo. B. Keech, 15 Hodgson av. Ingram, Pa., F
Robert Ramsey, 433 Broadway, I

417—HARMONY, PEORIA, ILL., meet 1st Saturday, 7:30 p.m., & 3d Sunday, 2:30 p.m., Observatory Bldg., So. Adams st.
James Ewing, 211 No. Glendale, C
R. M. Orr, 211 4th av., F
W. J. Osterhout, 723 Oakland av., I

418—SILLOWAY, TECHUMSEVILLE, N.Y., meet 2d & 4th Sunday, 2 p.m., I. O. F. Hall.
D. J. Relihan, 19 Saratoga av., C
James Connor, 415 Spring st., F & I

419—KINGS COUNTY, BROOKLYN, N. Y., meet 2d Sunday, 10:30 a.m., & 4th Saturday, 8 p.m., Penn-Fulton Hall, cor. Penn av. & Fulton st.
Geo. J. Ring, 42 Wyonut st., C
M. C. Baldwin, 761 Hancock st., F
E. F. Colbath, 60 Grand st., Union Course, L. I., I

420—QUEEN, TWO HARBORS, MINN., meet 2d & 4th Sunday, 2:30 p.m., Masonic Hall.
W. H. Blake, C
Paul Tingerthal, F
A. N. Hunter, Box 6, I

421—J. D. LAYNE, EAST BUFFALO, N. Y., meet every Wed. eve. 8:00 Weldon.
John W. Davis, 24 Burdell Pl., C
W. F. O'Brien, 65 W. Alden av., F & I

422—GOODLAND, KAN., meet every 3rd Sunday, 2 p.m., Masonic Hall.
P. J. McBride, Box 152, C
H. K. Adams, F
E. C. Wiley, I

423—TUSCUMBIA, ALA., meet 2d and 4th Sunday, 9 a.m., Masonic Hall.
W. W. White, O
S. J. Ferguson, F
E. O. Mays, 602 W. Holmes st., Huntsville, Ala., I

424—JERSEY SHORE, PA., meet every Monday, 7:30 p.m., Firemen's Hall, Miller bl., cor. Allegheny & Broad st.
B. E. Asherton, Box 286, F
A. F. Hinkley, box 554, I
L. E. Scherer, Box 604, I

425—A. J. STEVENS, DIANBUR, CAL., meet every Wednesday 2 p.m., at Bramstotters Hall.
J. M. Anderson, O
W. M. Nelson, Jr., E
H. Wentz, I

426—WILLIAM L. ALEXANDER, NEW ORLEANS, LA., meet 1st Monday, 1 p.m., 8d Monday, 8:30 p.m., I. O. O. F. Hall, Camp st.
J. H. Miller, 1701 Marigny st., C
Geo. B. Brandon, 2526 Tulane av., F
John Galivan, 14-6 Magazine st., I

427—W. H. REILLY, VOAKUM, TEX., meet every Sunday, 9:30 a.m.
A. A. Hesterly, C
D. E. LaLonde, box 246, F
J. F. Conlon, I

428—BEEFALL, ST. LOUIS, MO., meet 2 & 4 Tuesday, 1:30 p.m., Rock Spring, Turner Hall, Bayle & Chouteau avs.
W. H. Van Horn, 4003 Chouteau av., C
J. W. Schank, 4330 Gibson av., F
J. W. Morrill, Pacific Mo., I

429—GALETON, PA., meet 2d & 4th Sunday, 9:30 a.m., Masonic Hall.
W. E. Van Stomburg, O
C. H. Meach, I
Ira Strathman, First st., I

430—TRINIDAD, COLO., meet 2d & 4th Sun., 2 p.m., I. O. O. F. Hall, Main st.
Thos. O'Neil, 318 East Bacon st., C
H. E. Pilkington, 5-1 E. 1st st., F
K. B. Birchard, 311 Frost av., I

431—BLIE VALLEY, FAIRBURY, NEB., meet every Thursday, 2 p.m.
J. A. Caykendall, C
C. B. Porter, 927 8th st., F
Net Downs, 912 6th st., I

432—LAPALMA, AYONDALE, ALA., meet every Sunday, 8:30 a.m., Moore's Hall.
Geo. F. Garrett, 4302 2d av. South, C
S. B. May, Box 26, F & I

433—A. GUSTIN, HOISINGTON, KAN., meet 1st & 3d Tuesday, 8:00 p.m., Masonic Hall.
H. J. Folsom, C
E. H. Roath, Box 513, F
R. B. Dolan, I

434—G. M. HALESTAD, ELMIRA, N. Y., meet 1st & 3d Sunday, 2 p.m.
W. H. Schriener, 333 E. 4th st., C
Thomas Feery, 330 Irvine Place, F
Frank L. King, Alice Francis Hotel, I

435—FLORENCE, HAZLETON, N.C., meet 2d & 4th Sunday, 2 p.m.
F. W. Farmer, C
J. R. Gordon, box 27, F & I

436—ALABAMA GREAT SOUTHERN, BIRMINGHAM, ALA., meet every Thurs. 2 p.m., Magnolia Lodge, I. O. F. Hall, 8rd av.
S. C. Parker, 220 Fifth av., C
W. E. Jones, 204 av. H, I
B. H. O'Brien, 2504 Av. G, I

437—T. WOLFKILL, C. WHIRLEY, N. Y., meet every Tues., 1:30 p.m., I. O. O. F. Hall.
D. E. Fisher, 28 Columbia st., C
C. A. Reed, 102 Virginia av., F
E. B. Creel, Grand av., I

438—J. N. GALBRAITH, LAREDO, TEXAS, meet every Sun., 2 p.m., K. P. Hall.
J. D. Young, 1104 Houston st., F
H. E. McKay, 2011 A. at Morris st., F
Phil Scott, 1604 W. Victoria st., I

439—RAY STATE, ALISTON, MASS., meet 2d Sun., 2 p.m., 4th Sun., 10:30 a.m., Old Fellows' Hall.
H. B. Lovell, 4 Livingston Terrace, C
C. A. Snow, 10 Wadsworth st., F
J. E. Dillingham, 6 State st., Milford, Mass., I

440—PLEASANT RIVER, HENDERSON, MI., meet 1st Mon. & 3 Tues. 1:30 p.m.
E. F. Ames, Box 268, C
C. H. Smith, Box 60, F
John R. Bailey, I

441—AS. M. BOON, SECO, I. A., meet every Monday, 2 p.m., Bystadole Bldg., Genesee st.
Chas. Simmons, 53 Burnett av., C
John Scanlon, 730 E. Jefferson st., F
E. Bosley 211 University av., I

442—ART. FORRELLT, MO., meet every Thursday, 7:30 p.m., K. of P. Hall.
J. Henderson, 316 Oak av., Jonesboro, Ark., O
W. E. Smith, 217 Washington av., Jonesboro, Ark., F & I

443—COLEMAN, STAMBUCK, WASH., meet 1st & 3d Sat., 2:30 p.m.
G. O. Barnhart, 2806 E. 8th av., Spokane, Wash., O
J. H. Roddy, F
J. J. Lawlor, East 311 Sharp avenue, Spokane, Wash., I

444—E. L. RESSLE, M. PHYSBORO, ILL., meet 2d & 4th Mon., 1:30 p.m., K. of C. Hall.
F. P. Griffith, 120 So. 17th st., O
O. E. Ward, 310 So. 16th st., F & I

445—JOHN W. NELSON, PT. SMITH, ALA., meet every Monday, at 1:30 p.m., in K. of P. Hall, 716 Garrison av.
W. S. Clark, 1007 N. 6th st., O
J. L. Hale, 1424 N. 6th st., F
J. M. Gates, Midland Heights av., I

446—HIO F. ERIC, ALBUQUERQUE, N. M., meet Thursdays, 2 p.m., K. P. Hall.
H. J. Rehder, 611 So. Broadway, O
Fred W. Lee, 711 So. Arno st., F
John Raeb, 713 So. Arno st., I

447—BELLVILLE, O., meet 1st and 3d Sunday, 2 p.m., B. L. E. Hall.
G. A. Mullens, 246 Highland st., O
James W. Jones, 504 E. Main st., F
J. D. Cook, I

448—A. M. SMITH, BLIEMFIELD, W. VA., meets every Sunday, 2 p.m., E. L. Bailey Bldg., Bluefield av.
F. M. Bennett, O
J. V. Simpson, 422 Higgins st., F
T. F. Weaver, 17 Higginbotham av., I

449—MARSHALL, ABERCROMBIE, GA., meets every Sunday, 2 p.m., Masonic Hall.
R. L. Meldrum, Lee st. & Brannon av., O
G. H. Hittenberry, 215 Brannon av., F & I

450—HY. TAYLOR, T. S. CALOONA, ALA., meets 1 & 3 Sun., 9:30 a.m., Elks' Hall.
J. E. Collins, 22, 66th st., F
R. B. McPherson, 3203 7th st., F
D. R. Bettis, 122 Church st., Montgomery, Ala., I

451—SILVER STATE, DEVER, COLO., meets every Mon. 7:30 p.m., Barnard Bldg., 8th av. & Inca st.
R. F. Goodman, 846 Lipan st., O
Wm. J. Jones, 1057 Kalamath st., F
Geo. H. Scott, 1042 Clarkson st., I

452—H. W. OLIVER, BLANETT, PA., meets 1st & 3d Sunday, 1 p.m., American Mechanics' Hall.
Wm. M. White, 121 Ohio st., Millvale sta., Allegheny, Pa., I
M. H. Butler, 409 So. Arch st., Connelville, Pa., F
A. N. Foulia, 419 North av., Millvale Sta., Allegheny, Pa., I

453—GEO. S. SAIN, IS. FOTOS, MEXICO, meets every Monday at 2 p.m., Engineers' Hall, 4th Ave. No. 12.
H. Murray, 4 a Calbra No. 1, O
J. D. Kennedy, 24 Calle de Cabrera, No. 8, F & I

454—J. M. G. FEFF, YOUNGWOOD, PA., meets 2d & 4th Sun. 2 p.m., Low Bldg.
E. W. Hart, O
W. M. Crook, Box 6, F & I

455—BLI. E. GRASS, LEVINGTON, KY., meets 2d & 4th Sunday, 8:30 a.m., Masonic Hall, Short st.
W. E. Wilkie, 618 E. High st., O
L. H. Lewis, 306 E. High st., F
C. P. Graham, Alvordford Pl., I

456—VOLFOLE, VA., meets 2d & 4th Sunday, 2 p.m., Pythian Hall—Brambleton.
W. H. Wassum, 212 Clay av., O
J. E. Henley, 122 Windsor, F & I

457—CENTENNIAL CITY, AIR LINE JUNCTION, O., meets 2d & 4th Sunday, 2 p.m., "Anthony Wayne" Hall, Broadway.
Geo. Dougherty, 1260 Broadway, Toledo, O., C
F. C. Gamester, 1312 Woodland av., Toledo, O., F
O. E. Moulton, 2869 Lawrence av., Toledo, O., I

458—JOHN FLAYER, CHICAGO, ILL., meets 2 Sat., 7:30 p.m., & 3d Sun. 2 p.m., Masonic Hall, 3-11 Archer av.
Peter Simons, 353 35th st., O
J. A. Shorer, 355 Armour av. 2 flat, F & I

459—DELOS EVANS, T. HARRISBURG, PA., meets 1 & 3 Sunday, 1:30 p.m., Maule's Hall, 6th & Keltner sts.
Miles Crake, 528 Pepper st., O
Wm. K. Doyle, 210 N. 6th st., F & I

460—W. J. HENFIELD, SPRINGFIELD, ILL., meets 1st & 3d Sunday, 2 p.m., Old Fellows' Building, 4th Floor.
W. R. Warner, 1324 N. 9th st., O
F. M. Shield, 1055 North 6th st., F
O. D. Day, 1326 E. N. Grand av., I

461—S. E. TINKER, WARASH, IND., meets every other Fri.: 3:30 p.m., Red Men's Hall, Market & Wash. sts.
D. E. Garretson, 54 Elm st.
J. G. Saggettter, 155 N. East st.
Wallace McRoberts, 110 E. Maple st.
462—BORDER CITY, ARKANSAS CITY, KAN., meets 1st & 3d Monday, at 2 p.m., F. A. Hall.
C. D. Lockwood, 536 So. O. st.
T. W. Roche, 515 W. O. st.
J. E. Drenan, 408 So. O. st.
463—P. LEKUN, COMBIN, KY., meets every Monday, 1 p.m.
Ed. P. Fisher.
John J. Langan.
L. P. La Rue.
464—D. W. WATT, PITTSBURG, PA., meets 1 Sunday in Monongahela, at 2:30 p.m.; 3d Sunday in Ormsby, Webster's Hall, 10 a.m.; 4th Sunday in Brownsville at 1:30 p.m.
C. O. Lange, 155 East Main st., Monongahela City, Pa.
John W. Moyer, 711 S. Jane st.
M. E. Hawkins, 626 Herron av.
465—KNOVA, KNOVA, PA., meets 2d & 4th Sunday.
Geo. H. Williams, Box 329.
Robt. E. Fleming.
W. K. Wright, Box 142.
466—JAS. B. CHANEY, BELLWOOD, PA., meets 1st & 3d Sunday, 1:30 p.m., I. O. O. F. Hall.
Ira Ketch, Box 264.
A. A. Gordon, Box 214.
J. M. Watters, 4th st.
467—TITON, PA., meets 2 and 4 Sunday, 1 p.m., I. O. O. F. Hall, Penn. ave. and Herald st.
Geo. W. Miller, 2162 Columbia ave.
A. L. Woodring, 1005 W. 15th st.
L. W. Stonebraker, 1820 Columbia av.
468—GEO. W. WEST, CAMBODIA, PA., meets 2d Sunday, 2:30 p.m., 4th Sunday, 7:30 p.m., Pioneer Dime Bank Bldg.
E. S. Myers, 1648 Penn. ave. Scranton, Pa.
S. W. Beach, 384 Canon st.
Grant Wadsworth, Childe, Pa.
469—DOMINION, OTTAWA, ONT., meets alternate Sundays, beginning April 7th, Burgess Hall, cor. Bank & Frank Byron Baker, 104 1st av.
O. Isaac Johnson, 181 Hawthorne ave.
John King, 182 Cartier st.
470—RED RIVER VALLEY, EAST GRAND FORKS, MINN., meets 2d & 4th Sun., Woodmen Hall.
Geo. Snyder.
L. L. Moebeck, Grand Forks, Minn.
Fred Metcalf, 227 N. 2d st., Grand Forks, Minn.
471—MISSOURI, TRENTON, MO., meet every Monday, 1:30 p.m., B. of L. E. Hall, over Citizens' Bank.
H. M. Smith, 408 McPherson.
G. G. Hoffman, 511 Elm st.
J. H. Hudson, 715 Moberley st.
472—DAVID MCCARGO, PITTSBURG, PA., meets 2d & 4th Sunday, 2 p.m., Arsenal Hall, cor. 43rd & Butler sts.
L. E. Hillgrove, 249 44th st.
W. H. Gibbe, 220 Main st., Arsenal sts.
473—CHERRILAND, NASHVILLE, TENN., meets Mon's, 9:20 a.m., Odd Fellows' Hall, 7th av. N. & Church st.
J. R. Grigg, 210 Spring st.
E. F. Bowers, 224 1st av.
474—TWIN CITY, ST. PAUL, MINN., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall, 5th & Wash. sts.
T. C. Jones, 475 Whitehall st.
O. Sam Howat, 2125 St. Anthony ave., Merriam Park, Minn.
A. H. Wales, 805 15th av. N. Minneapolis.
475—COLORADO, SMITHVILLE, TEXAS, meets every Wednesday, 7:30 p.m.
P. A. Neel.
J. S. Gallagher, box 340.
476—ROSEBURG, OREGON, meets every Monday, 7:30 p.m.
W. E. Everton.
L. T. Howard, Box 231.
G. L. Flint, Box 711.
477—SEABRIGHT, NEW KENYON, VA., meets 1st, 3d & 5th Sunday 1:30 p.m., 2d & 4th Monday at 7:30 p.m., McCombes Hall.
J. M. Garvey, Box 86.
John Oron, Box 28.
J. J. Onusack, Box 66.
478—G. O. CLINTON, JOLIET, ILL., meets alternate Thursdays, 7:30, Castle Hall.
Wm. T. Stone, 1110 Jackson st.
Ed. Ashford, 113 E. Washington st.
E. P. Middleton, 114 Virginia st.

479—LATOOR, FAIRVILLE, ST. JOHN, N. B., meets 2d & 4th Sunday, I. O. F. Hall, King st.
H. R. Bartlett, Lancaster Heights.
D. C. Campbell, West End, St. John, N. B.
J. R. Bartlett.
480—DELTA, CINCINNATI, O., meets 2d Sunday, 1:30 p.m., 4 Thurs. 7:30 p.m.
G. A. E. Hall, Ridley & Eastern av.
O. H. S. Krume, 707 Delta av., Sta. C. O.
F. A. Gardner, 536 Eastern av.
481—G. B. GIUBENS, PARKERSBURG, W. VA., meets 1st & 3d Sunday, 2 p.m., A. O. U. W. Hall, Wetherell Bldg., 417 Market st.
J. F. Taylor, 1806 Spring st.
H. H. Hobenack, 4th st., Belpro, O.
J. J. Daniels, Main st., Belpro, O.
482—NICHOL RASTMAN, EAST TAWAN, MICH., meets 2d & 4th Sunday, 2 p.m., K. of P. Hall.
John L. Swartz, Tawaw City, Mich.
O. L. Bonney.
Thos. Kennedy, 608 Chisholm st., Alpena, Mich.
483—PASHA, K.M., meets 1st Sunday, 10 a.m., & 3d Sunday, 4 p.m., Mechanic Hall, Main st.
F. P. Holt, 24 Belknap st.
L. W. Tighe, 5 Vernon st.
F. E. Warren, 8 Stark st.
484—MONMOUTH, ILL., meets 2d & 4th Sunday, 2 p.m., I. O. O. F. Hall, S. Main st.
M. W. Brady, 720 W. Archer av.
Geo. F. Bailey, 508 W. 2d av.
485—H. GRAVES, LOUISVILLE, KY., meets every Monday, 9:30 a.m., Odd Fellows' Hall, 6th & Walnut sts.
L. L. Cofer, 2325 W. Broadway.
W. H. Ourley, 1615 W. Broadway.
486—ALLANDALE, ONT., meets 1st Sunday, 2:30 p.m., & 3d Tuesday, 8 p.m., Tralumen's Hall, Fisher Bldg.
A. Wilkinson, Box 24.
John T. Clark, Box 28.
John Little.
487—A. B. YOUNGSON, ST. LOUIS, MO., meets 1st & 3d Monday, 8 p.m., Brighton Hall, Broadway & Salisbury st.
John P. Collins, 118 North B st East St. Louis, Ill.
O. J. Walker, 3723 N. 25th st.
488—GRAND VALLEY, GRAND JUNCTION, COLO., meets every Tuesday, 1:30 p.m., Masonic Hall.
J. S. Rayburn, 124 No. Spence st.
E. B. Rogers, 363 Ouray av.
E. M. Gilpatrick, 317 Grand av.
489—DANIEL BOONE, COVINGTON, KY., meets every Wednesday, 9 a.m., Odd Fellows' Hall, 1916 Madison ave.
W. S. Lane, 18th & Madison ave.
O. Byron Hill, 1814 Garrard ave.
F. E. R. Manson, Box 172, Latonia, Ky.
490—CORN PALACE, SIOUX CITY, IA., meets 2d & 4th Sundays, 10 a.m., Odd Fellows' Hall, 707 Fourth st.
W. W. Bowers, 1511 Nebraska st.
O. John A. Hincey, 2600 East 2d st.
F. Leander A. Oline, 1620 Boulevard st.
491—S. H. CLARK, KANSAS CITY, KAN., meets 1st & 3d Saturday, in Old Masonic Hall, 6 & 7 Minnesota av.
P. H. Burns, 638 Sandusky av.
Jas. Corrigan, 634 River View av.
492—L. A. THOMAS, INDIANAPOLIS, IND., meets 2d & 4th Sunday, 2 P.M. O. R. O. Hall, 126 N. Delaware st.
A. E. Martin, Southport, Ind.
E. C. Davis, R. F. D. No. 30, Zionsville, Ind.
B. C. Corio, Ind.
J. M. Beggs, 1617 Hoyt av.
493—U. L. FINE, EAST TOLEDO, O., meets 1st Mon. 2 p.m.; 2d Tues. 8 a.m.; 3d Tuesday 7 p.m.; 4th Sun. 2 p.m.; room 63, cor. Oak & Fawcett sts.
O. B. Seaman, 1560 Oak st.
O. B. Butler, Bryan Flats, Huron st., Toledo, O.
494—FLOUR CITY, MINNEAPOLIS, MINN., meets 2 and 4 Sunday, 2 p.m., Masonic Hall, cor. Central & 25th aves., N. E.
J. E. Malthouse, 2541 Pierce st., N. E.
I. N. Morrill, 2609 Pierce st., N. E.
J. H. S. Martin, 2723 Polk st., N. E.
495—MONTGOMERY, ALA., meets Wed. days, 9:30 a.m., Eagle & Beaver's Hall.
A. L. Brooks, 400 Dexter av.
H. J. McGrade, 512 No. McDonough st.
Wm. Wright, 508 Olive st.

496—LORAIN, TORREBOR, COAH. MEX., meets 1st & 3d Sunday, Box L. Hall, F. B. Reynolds, Box 36.
Louis Baloum, Box 36.
497—JOHN H. WINDER, ARNEVILLE, S.C., meets 1st & 3d Sun., 2 p.m.; 2d & 4th Sat., 8 p.m., K. of F. Hall, Public sq., T. V. Howie.
G. H. Hall, Box 84.
498—J. R. VAN CLEVE, WHITEFISH, MONT., meets 2d & 4th Wednesday, 2 p.m.
O. E. Schoonover.
P. G. Gutensohn.
H. S. Landis, Box 222.
499—J. H. KELLY, CLEBURNE, TEXAS, meets every Sunday, 2:30 p.m., O. R. O. Hall.
John R. Lee, 207 S. Anglin st.
Thomas Dee, 402 S. Robinson st.
Thomas May, 205 So. Wilhite st.
500—TARRANT, FT. WORTH, TEXAS, meets every Sun., 10 a.m., I. O. O. F. Hall, 1st & Throckmorton sts.
W. L. Alexander, 701 E. Belknap st.
L. W. Hawley, R. F. D. No. 1, Box 62.
Jas. N. Doak, 1015 E. Weatherford st.
501—GT. WESTERN, KANSAS CITY, MO., meets 2d Monday, at 2 p.m., & 4th Saturday at 8 p.m., in I. O. O. F. Hall, Penn. st., near cor. of 16th st.
W. T. Barker, 920 West High.
V. I. Renick, 1623 Madison av.
E. S. Edwards, 2226 Mercier.
502—W. S. MORRIS, IOWA, ILL., meets 2d & 4th Sunday, I. O. O. F. Hall.
F. H. Williams.
Chas. L. Dolson, 204 N. Jefferson av.
B. E. Cobb, 345 Rice st.
503—C. A. BROADWATER, ST. PAUL, MONT., meets 1st & 3d Sunday, 2 p.m., Odd Fellows' Hall.
J. H. Houle, 720 2d av. S. W. F. A. J. T. Campbell, 619 2d av. S. W. F. A.
504—ANCHOR, LAJUNTA, COLO., meets every Thur., 2 p.m., K. of P. Hall.
Geo. A. Whitehead.
O. B. Ritter, 518 Cimarron av.
Ed. Robinson, 721 Cimarron av.
505—THOMAS FITZGERALD, BERTSWICK, MD., meets 1st & 3d Sunday, 1:30 p.m., K. of P. Hall.
Jos. H. York.
R. H. Earle, Box 66.
W. E. Evans.
506—E. RITTER, MONETT, MO., meets Mondays, 2 p.m., B. L. E. Hall.
Thomas Mansfield.
J. E. Smith.
Byron Callender.
507—TICNIC, RANSOR, W.V., meets 2d & 4th Sunday, 2:30 p.m., McGuire Bldg., cor. Main & Union st.
W. J. Boothby, 63 Dillingham st.
T. J. Ferry, 35 Walter st.
W. H. Welch, 51 March st.
508—JOHN J. CONRAD, HUNTINGDON, PA., meets 1st & 3d Sunday, 2 p.m., Brotherhood Hall, Penn. st.
W. A. Gibson, Washington st.
Geo. F. Godard, 1500 Mifflin st.
509—THUNDER CREEK, MOORE, IOWA, SASS, CAN., meets 1st Monday aft. at 12:30 & 3d Tues. eve. at 12:30, Elks' Hall.
Wm. Pascoe, Box 698.
John McAllister, Box 616.
John Wellington, 71 High st.
510—KNOVA, PORTSMOUTH, O., meets 1st & 3d Sunday, 2 p.m., I. O. O. F. Hall.
O. L. Fink, 1301 Center st.
W. L. Bayless, 1322 Center st.
J. Q. Payne, 432 E. 11th st.
511—EGYPTIAN, EAST ST. LOUIS, ILL., meets 1st & 3d Sunday, 2 p.m., Geary's Hall, Main st.
M. Krewson, 309 Summit av.
W. J. Smith, 2619 Bond av.
512—JEFFERSON LEVY, CHARLOTTA, VILL., VA., meets 1st & 3d Monday, 1 p.m., Masonic Temple, E. Main & 5th.
L. D. Payne, 820 East Market st.
W. J. Jones, 218 Levy av.
O. C. Carter, 5 Belmont av.
513—JERE BAXTER, NASHVILLE, TENN., meets every Wednesday, 9 a.m., K. of P. Hall, 407 1/2 Union st.
O. W. Simpson, 22 Carroll st.
J. L. Bailey, 40 Green st.
514—NRYEN CASTLES, BASALT, COLO., meets every Wednesday, 2 p.m., I. O. O. F. Hall.
James Farley.
A. M. Danielson, L. Box 18.
F. S. Willis, Cardis, Colo.

516—E. W. WINTER, ST. PAUL, MINN., meets 1st & 3d Sunday, 2 p.m., Capital City Hall, 103 W. 7th st. A. J. Leighton, 187 Smith st. Geo. E. Foote, 369 Daley st. T. T. Hart, 949 Grand ave. F

517—WILLIAM O. HEKIN, SEDALIA, MO., meets 1st & 3d Saturday, K. of P. Hall, 27 East 5th st. J. H. Barker, 120 W. 6th st. Connie Doyle, 422 E. 6th st. F&I

518—ALBERTSON, ONT., meets 2d & 4th Sunday, A.O.U.W. Hall. Wm. Adams. John Ward, Box 35. Chas. J. Phillips, Box 59. F

519—COLIMBIAS, CHICAGO, ILL., meets 1st & 3d Saturday, 8 p.m., N. W. cor. 92d & Erie sts., S. Chas. J. Schultz, 9750 Ewing av. John E. Davis, 5518 Armour av. F&I

520—EAST TORONTO, ONT., meets 1st & 3d Sunday, at 2:30 p.m., Snell's Hall D. J. Kerr, 2329 Gerrard st. T. J. Looney, 2136 Gerrard st. F&I

521—SILK CITY, PATERSON, N. J., meets 1st Sunday, 10 a.m., & 4 Sat. 8 p.m., Sons of Veterans Hall, 145 Broad. J. H. Stinard, 360 Ellison st. O. Montanye, 125 Magnolia av., Jersey City, N. J. James Havens, Box 267 Butler, Morris Co., N. J. F

522—W. E. BRANLEY, CHICAGO, O., meets every Sun. 2 p.m., B. of L. E. Hall, Myrtle av. E. J. Langhurst. M. R. Kerr, Box 274. T. H. Douglas. F

523—CHICKASHA, CHICKASHA, OKLA., meets 1st & 2d Sun. Eagles' Hall, 106 1/2 So. Rickford st., El Reno, Okla.; 31 & 4th Sun. A. O. U. W. Hall, Chickasha, Okla. W. A. Fox, 307 E. 9th st., Oklahoma City, Okla. H. A. Decker, L. Box 472. W. J. Fitzgerald, 702 So. Williams st., El Reno, Okla. F

524—TERRY, VAN BUREN ARK., meets every Mon. 2:30 p.m., I.O.O.F. Hall. F. A. Malloux. E. J. Gipson. F. W. McElvagh, Box 582. F

525—VALLEY JUNCTION, IOWA, meets 1st & 3d Sunday, 2 p.m. J. Callahan. O. R. Conyers. G. W. Zenon. F

526—HAWKEYE, ELLIS PLAINS, IA., meets 1st & 3d Monday, 8 p.m., in Firemen's Hall. John Denend. O. P. Baxter. D. Shadle, L. Box 55. F

527—MICKY FREE, PITTSBURGH, KAN., meets every Monday, 2 p.m., Odd Fellows Hall, West Fifth st. I. F. Schirmer, 709 N. Locust st. O. W. Herriman, Room 8, Kirkwood Bldg. Wm. Palmer, 607 N. Elm st. F

528—W. C. VAN HORN, LONDON, ONT., meets 1st & 3d Sunday, Society Hall, 664 Dundas st. Chas. Clark, 555 Oxford st. O. J. Dowling, 588 Central av. F. Jas. Roddick, 562 Central av. F

529—AIR LINE, ST. THOMAS, ONT., meets every Tuesday, 2 p.m., I.O.O.F. Hall, Megan & Regan Bldg., Talbot st. James Black, 94 Flora st. A. H. Martin, 103 W. Locust st. F Chas. Farmer, 11 Elizabeth st. F

530—COMMERCIAL DIV., COMMERCE, TEX., meets 1st & 3 Sunday, 2 p.m., B. of L. E. Hall, Locust st. A. L. Carr. O. D. B. Tipton. F. J. W. Parton. F

531—A. C. MITCHINSON, ALGIERA, LA., meets Monday, 9 a.m., K. of P. Hall, Hermuda st. E. A. Calhoun, 341 Vallette st. E. H. Cavad, 445 Belleville st. F&I

532—THOS. JEFFERSON, MANCHESTER, VA., meets 1 & 3 Monday, 10 a.m., Toner's Hall, 11th and Hull sts. J. C. Avery, 2509 E. Grace st., Richmond, Va. C. J. L. Lyle, 402 E. Canal st., Richmond, Va. F. W. Blunt, 417 Cowardin av. F

533—F. R. GRIFFITH, EAST BUFFALO, N. Y., meets 1st & 3d Friday, 8 p.m., Kloches Hall, Gold and Lovejoy sts. John M. Hannon, 88 Central av., Buffalo, N. Y. J. O. Heisenbuttle, 60 Halsted st., Sloan, N. Y. F&I

534—RANKIN, ILL., meets 1st & 3d Sunday, at 2 p.m., 2d & 4th Wednesday, at 2 p.m., C. O. F. Hall. Benton McAtee. Wm. Haumborger. F&I

535—GOLDEN HILL, KENORA, ONT., meets 2d & 4th Sun., 14 o'clock, I. O. O. F. Hall. Robert H. Cobb. F. O. Munt. F. W. Whitaker, box 254. F

536—LANGLAD, ANTIGO, WIS., meets 2d & 4 Sun., 1 a.m., Odd Fellows Hall. L. H. Hoffman, 922 Arctic st. M. P. O'Donnell, 428 Edison st. F. P. Ver Bryck, 835 Superior st. F

537—

538—OTTUMWA, IOWA, meets 2d & 4th Sunday, 2 p.m., Labor Hall 2d st. between Court & Market. Harry Kimbell, 210 N. Marion st. G. B. Smith, 818 No. Benton st. Geo. Kissinger, 920 W. 4th st. F

539—JACOB HENRI, HALLKIVILLE, OKLA., meets 1st & 3 Sunday, at 10:30 a.m., & 4 Sat. 8 p.m. Wm. A. Barnes, L. Box 96. Zeb Moore, L. Box 98. W. T. Shields, L. B. 96. F

540—T. M. WATEL, LEAVENWORTH, WASH., meets 2d Sunday, 10:30 a.m., & 4th Sunday, 2:30 p.m. H. H. Dean. Wm. Roberts, Box 2. Robert Miles. F

541—STATEN ISLAND, N. Y., meets 2d Saturday 8 p.m., 4th Sunday 10 a.m., Felton's Hall, Bay and Thompson sts., Stapleton, N. Y. Wm. J. Rogers, New Dorp, S. I. N. Y. M. Darnell, Box 80, Mariner's Hall, West 8, S. I. A. O. U. W. Hall, Philip Carroll, 61 Beach st., Stapleton, Staten Island, N. Y. F

542—EASTERN, CLEVELAND, O., meets 2 & 4 Tues. at 8 p.m. in Washington Armory, St. Clair st., near Alabama. W. S. Ballard, 638 Lakeside av., N. E. O. E. Richards, 639 Soc. for Chr. B'g. F. J. A. Davidson, 1520 Stuber Pl. F

543—ANTHRACITE, KINGSTON, PA., meets 1st & 3 Sun., 2 p.m., I.O.O.F. Hall. Chas. F. Swallow, 1858 Maple av. O. John L. Norris, 298 Wyoming av. F&I

544—PAN-AMERICAN, FORT RUFFALO, N. Y., meets 2d & 4th Monday 8 p.m., Witzleben Hall. John Corey, 80 Pulaski st. Frank M. Craven, 1023 Lovejoy st. Wm. Murphy, 234 Gold st. F

545—T. L. BOYD, CHICAGO, ILL., meets 1st & 3d Sunday, 2:30 p.m., Hopkins Hall, 628 W. 63d st. Frank Noakes, 6528 State st. F. O. Taber, 5139 Indiana av. F. N. McFarland, 6008 Wabash st. F

546—GOLDEN CIRCLE, CAON CITY, TENN., meets 1 & 3 Mon. 2 p.m., Elks' Hall, Monroe Brown, 1902 Kountz av. W. W. Burnett, 1918 Kountz av. M. N. Lines, 1023 Greenwood av. F

547—HIWASSEE, ETOWAH, TENN., meets every Sun. 10:30 a.m., Blue Front Bldg. G. W. Evans. J. M. Johnson. F. Thos. Swearingner. F

548—PERT, IND., meets 1st & 3d Tuesday 7:30 p.m., Schmoll Bldg., cor. 5th & Broadway. C. J. Ripple, 617 W. Main st. Geo. Redmon, 304 W. 6th st. F&I

549—CREEK LAKE, WILLIAM, MINN., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall. G. W. Tyler, Box 448. A. N. Baldwin, 238 E. Litchfield av. F&I

550—FRANKFORT, DELPHOS, O., meets in Fisher's Hall, 1st & 3d Sunday, at 2 p.m., and 2d & 4th Friday, at 7 p.m. Samuel Welch, 228 East 5th st. G. B. Richardson, 209 East 4th st. F. Wm. VanGelsen, 709 No. Franklin st. F

551—FRED WEININGER, BRIDGEPORT, O., meets 2nd & 4th Sunday, 1:30 p.m., Maccabees' Hall. John A. Shange. E. O. Hoan, Box 232. F. W. Rice, Box 249. F

552—J. T. JONES, GILFORD, MISS., meets 1 & 3 Sun., 3 p.m., Price Bldg., Chas. Barnard. J. W. Currie, Box 266. F&I

553—SAN JOAQUIN, FRESNO, CAL., meets 2 & 4 Sunday, 7 p.m., K. of C. Hall. P. H. Fitzpatrick, Point Richmond, Cal. Calvin Rich, R. R. No. 8. Frank Ewing, 647 N. st. F

554—CHAS. CORR, ARGENTA STATION, LITTLE ROCK, ARK., meets every Monday, 3:30 p.m., Humphrie's Hall. J. W. Barger, 10th and Maple sts. O. M. N. Mann, 524 E. 2d st. F. R. L. Church, 408 Cypress st. F

555—TWENTY-THIRD, MT. MORIAH CITY, IA., meets 2d & 4th Sunday Odd Fellows Hall, 5th and Douglas sts. Clarence Wells, 1390 Jennings st. R. W. Patrick, 1115 Pierce st. C. A. Bates, 505 N. Crawford st. Carroll, In. F

556—J. L. PARISH, NEW FRANKLIN, MO., meets every Fri., 2 p.m., K. of P. Hall, M. K. & T. Ry. R. M. Maynard. F. Aspelmeir, Box 117. F&I

557—EDISON, FORT MONROE, VA., meets 2d & 4th Sun. 2 p.m., Fraternity Hall, Maryland ave. Peyton Tunstall, Florida av. O. D. Shackleton, 163 Broad st. F. J. E. Sparkman, Park View, Portsmouth, Va. F

558—BIRMINGHAM, CHAUDIERE JCT., P. Q., meets 1st Sat. eve., 19:30, & 3d Sun. at 14:30, Tony Hall. H. W. Sharpe, Pt Etchemin, P. Q. Can. S. G. Ferguson. F. M. Normand, Chaudiere Curve, P. Q. Can. F

559—RESNEKER, PROCTOR, MINN., meets 2d & 4th Sun. 2 p.m., Town Hall. Geo. E. Fletcher. P. A. Bethune. F. J. S. Brown. F

560—THOMAS F. FOWLER, NORWICH, N. Y., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall, N. Broad st. Y. F. Taylor, 58 Henry st. Thos. Feru, 21 Maydale st. Geo. Brock, Park av. F

561—POUMAL, RICHMOND, VA., meets 1st & 3d Tues. 9:30 a.m., Fraternity Hall, 215 West Broad st. C. S. Perry, 2305 E. E. Kuhn, 2430 P. Broad st. F&I

562—KITCHENER, SCHRIEBER, ONT., meets 1st & 3d Friday, 2:30 p.m. W. T. Norris. O. N. Gorman. F. Robert Smith, Box 98. F

563—MOYLE, CHASBROOK, K. C., meets every Monday, 8 p.m., I.O.O.F. Hall. G. Johnson. M. E. Palmer. F. Jas. Caslake. F

564—COPPER INGOT, HANCOCK, MICH., meets 2d & 4th Sunday, 2:30 p.m., Bonlean's Hall, Quincy st. A. B. Clark, Laurium, Mich. A. J. Lord, 620 Hancock st. F&I

565—TIN CITY, NEW CASTLE, PA., meets 1st & 3d Tuesday, 7:30 p.m. J. M. Yates, 217 W. Wabash av. J. H. McElvagh, 617 Newell av. F&I

566—FRANK GRIFFIN, DEL RIO, TEX., meets Tues. 9:30 a.m., K. of P. Hall, W. S. Gibbons. W. Rader. F&I

567—QUINCY, MILAN, MO., meets 1st & 3d Mon. 2:30 p.m., in B. of L. E. Hall. Chas. R. Weasner. Jas. M. Leeper, Box 126. O. O. Hammond, 1001 Vermont st., Quincy, Ill. F

568—CHOCTAW, DENISON, TEX., meets every Monday, 2 p.m., Woodmen's Hall, 220 W. Woodland st. Jas. Shine, 102 East Hall st. C. A. Hahnel, 304 W. Shepard st. D. H. Bray, 412 W. Morgan st. F

569—RICH MOUNTAIN, MEXA, ARK., meets every Wednesday, 1:30 p.m., Odd Fellows Hall. C. S. Kiene. W. J. Harper. F. T. J. Webster. F

570—HARRY HERRAY, PERLA, MEX., meets every Tuesday, 8 p.m., Calle de Palafox, No. 2. W. J. Shanks, 4 1/2 1st Venegas, Mexico City, Mex. H. A. Hubart, Porteria sta., Catarina No. 23. F. W. Hill, Iglesias No. 15. F

571—AZTEC, ACANBARO, MEX., meets every Sunday, 2 p.m., Calle de La Algrasia, No. 10. O. J. Holmes. J. D. McConaughy. F. R. W. Chapman, Apartado No. 114. F

572—MT. LAPELLE, WOODSVILLE, N. H., meets 1st & 3d Sunday, 2 p.m., K. of P. Hall. G. W. O'Malley. H. A. Colby. C. W. Weare. F

575—GREENVILLE, TEX., meets 1 & 3 Sun, 7:30 p.m., in Levy Bldg., Lee st. J. D. Mercer..... F
H. E. Nix..... F
G. A. Dieffenbacher..... I
574—FARMHILL, AMARILLO, TEX., meet 1st & 3d Fri., 7:30 p.m., 2d & 4th Sun., 2:30 p.m., Odd Fellows Hall. F. A. Rhodes, 400 N. Lincoln st. O
O. T. Callahan, 322 N. Grant st. F
A. O. Roberts, 200 Johnson st. F
573—MONTICUZA, CHIHUAHUA, MEX., meets 2d & 4th Sunday, 2 p.m., 200 Calle Independencia. L. H. Rupert, Chia Shops, Box 6. O
G. H. Brockman, Chia Shops, Box 6. F
E. Collins, Chia Shops, Box 6. F
572—MOUNT CARMEL, HILLIARY, WASH., meets 1st & 3d Wednes., 2:30 p.m., A. O. U. W. Hall. Peter Olson..... O
G. G. Converse..... F
J. O. Lawson..... F
571—MEADOW LAWN, ELFTOWN, ILL., meets 2d & 4th Sun., 2:30 p.m., Odd Fellows' Bldg., 1712 Charleston ave. J. J. Rider, 2606 Pine av. C
O. H. Munson, 2209 Western av. F
Wm. Eaton, 1721 Edgar av. I
570—RED RIVER, SAPULPA, OKLA., meets every Monday. Geo. Selmon..... F
W. D. McNeill..... F
W. L. Miller, L. Box 718..... I
569—E. J. HASKIN, NELSON, N. C., meets 1st & 3d Sun., 2 p.m., K. of P. Hall. Geo. W. Hart, Box 87..... O
J. W. Gootrey, Box 174..... F
E. A. Peabody, Box 64..... F
568—WHITE CITY, CHICAGO, ILL., meets 2d & 4th Sunday, 10:30 a.m., cor. 63d Court & Halstead st. Ed Starr, 6004 Union av. C
Wm. J. Morris, 6056 State st. F
Thos. J. Garland, 6208 Carpenter st. F
567—ATLANTIC, GLACE BAY, CAPE BRETON, N. S., meets 2d Sun. & 4th Mon. Odd Fellows Hall, Commercial st. Nathan W. Pushe, Reserre st. O
Dan T. P. McKenzie, King Edward st. F
Alex. McNeill, Mechanic's Row..... I
566—ANGUS BROWN, CHICAGO, ILL., meets 2d & 4th Sun., 8 p.m., Feldman's, 524 W. 12th st. John J. Snyder, 783 W. 12th st. O
Grant Lewis, 1145 W. 13th st. F & I
565—ATIKOKAN, WINNIPEG, MANITOBA, meets 2d & 4th Friday, Albert Hall. Wm. Crawford, 419 Wardlaw ave. O
F. Starr, Norwood Grove, Man. F
Chas. Harrison, 240 Bell av. F
Rouge Cam. F
564—JOHN C. HONER, PORTSMOUTH, N. S., meets 2d & 4th Sunday, 1:30 p.m., I. O. O. F. Hall, Chillihothe st. T. W. Nichols, 708 Vinton av. O
J. H. Bernthold, 702 Vinton av. F
W. A. McCourt, L. Box 61, Rarden, Scotia Co., O. O
563—A. B. MACHIN, McGENEE, ARK., meets 1, 2 and 3 Sun., 2:30 p.m., in McGenee, Ark., and 4 Sun., 2:30 p.m., in Monroe, La. Jas. McCarthy..... O
E. W. Porter, 214 Main st., Argon, Ark. F
R. J. Mitchell..... I
562—ACADIA, STELLARTON, N. S., meets 1st Tue. at 10:30 and 4th Sun. at 14:30 McIntosh Hall. A. Probert, Box 156..... O
Alex. Urquhart, P. O. Box 211..... F
J. A. Spronli, Box 261, Pictou, N. S. I
561—ATLANTIC, TEXAS, meets 1st & 3d Sun., 2 p.m., Engineers' Hall. P. Grady, American Colony No. 23. O
J. O. Terry, Apartado No. 63..... F & I
560—CRINOSTONE, MONTION, MAINE, meets 1st & 3d Sunday, 2:30 p.m., in Parks Hall & 2d Sun., 2:30 p.m., in Old Town. John O'Leary, Box 470..... O
E. T. Bulmer, 25 Cleveland st. F
E. W. Dudley, 11 Leonard st. I
559—JOHN HENNEY, NEW YORK CITY, meets 2d Sun., 10 a.m., & 4th Sun., 6:30 p.m., Loether's Hall, 139th st. J. D. Romney, 82 East 139th st. O
T. Moore, 401 East 135th st. F
Geo. L. Clark, 305 St. Ann's av. I
558—GOLDEN LEAF, CONWAY, PA., meets 1st & 3d Tuesdays at 6:30 p.m., in Lewis Hall, 8th st., Freedom, Pa. Jas. L. Crum..... O
H. Culver, Freedom, Pa. Box 626. F
Henry J. Ripper, Box 212, Freedom, Pa. I
557—CLOUDCROFT, EL PASO, TEXAS, meets 2 and 4 Monday, 2:30 p.m., K. of P. Hall, Buckler Bldg. A. M. Pettigrew, 1617 Missouri st. O
Albert Teas, 216 Walnut st. F
J. M. Riddle, Box 78, Alamogordo, N. Mex. I

556—DALHART, TEXAS, meets 1 & 3 Sun. at 2:30 p.m., Federation Hall. J. E. Chasman..... F
V. J. Hawkins, Box 284..... F
Chas. Kourt..... I
555—SOLDIER SUMMIT, HELPER, ILL., meet every Sun., 2 p.m., K. of P. Hall. J. D. LaMay..... O
J. F. Whitney, box 408..... F & I
554—MEXICAN CENTRAL, GOREZ PALACIO, DUMANGO, MEX., meet 2d & 4th Sunday. L. J. Hubbard..... O
J. W. Mann, Apartado 122..... F
Clayton Lemon, Apartado 117..... I
553—HOME SEEKERS, CHAFFEE, MO., meets 1 & 3 Sunday, 2:30 p.m., and 2 & 4 Monday, 7:30 p.m., in B. of R. T. Hall, Yonakum ave. L. B. McConachie, Box 5..... O
H. O. Campbell, Box 282..... F
A. L. Phillips, 636 Broadway, Cape Girardeau, Mo. I
552—ATLANTIC CITY, N. J., meets 1st & 3d Sunday in Red Men's Hall, Atlantic & Michigan aves. Philip Stohberger, Jr., 701 N. Arkansas av. F
C. E. Smith, 1648 Broadway, Camden, N. J. I
Raymond R. Harrison, 1406 Broadway, Camden, N. J. I
551—ARE SCHINDLE, ST. JOSEPH, MO., meets 1st & 3d Monday, 2:30 p.m., in I. O. F. Hall, St. Joseph av. & Woodson st. W. E. Newlove, 1922 N. 4th st. C
P. J. Halloran, 825 Highland av. F
Frank Congrove, 2231 North 7th St. I
550—MARTIN GANTER, RICHMOND, IND., meets 2d Tuesday, at 8 p.m., and 4th Sunday, at 9:30 a.m., in Hittie Bldg., cor. 9th and Main sts. J. W. Hoey, 602 N. 18th st. C
E. J. Hiatt, 32 N. 18th st. F
R. H. Hodgins, 217 N. 14th st. I
549—PORT ARTHUR, SHREVEPORT, LA., meets every Monday, at 7:30 p.m., in McAdam's Hall. J. McNeil, 704 Boulevard av. O
J. F. Quill, 418 Maple st. F
A. B. Coomber, 1256 Travis st. I
548—GEORGE D. BROOKER, MARSHALLTOWN, IOWA, meets 2nd & 4th Sun. 2 p.m., German Odd Fellows' Bldg. 1st. ave. & State St. M. Kelleher, 209 S. 5rd av. O
H. G. Morrison, 407 S. 3rd st. F
A. G. McMaline, 209 S. 1st av. I
547—LAPAVITTE, JERSEY CITY, N. J., meets 2 & 4 Sun., 10 a.m., in Masonic Hall, cor. Pacific av. & Maple st. Theo. R. Mertz, 810 Whitman st. O
J. E. Hoffman, 6 Bolwood st. F & I
546—J. W. MARLEY, CHAMPAIGN, ILL., meets 2d Sun. & 4th Mond. at 2 p.m., P. L. Hayes, 104 W. Springfield av. C
E. J. Sabin, 507 S. Randolph st. F
E. S. Scudder, 212 West Vine st. I
545—LIDLOW, KY., meets every Monday, 1:30 p.m., Masonic Temple, corner Elm & Kinser sts. H. G. Orlinghaus, 76 Linden st. F
John Conlin, 62 Highway..... F
T. J. McGann, 26 Carnegie st. I
544—GEO. A. HANCOCK, SHERMAN, TEXAS, meets 1st and 3d Saturday at 2 p.m., in Woodmen's Hall. P. H. Lillis, Grand av. O
E. W. Keasley, E. William st. F
R. Hanna, 704 N. Maxey st. I
543—NORTHERN IOWA, ESTHERVILLE, IOWA, meets 1st & 3d Sunday at 2 p.m., in K. of P. Hall. T. E. Beall..... O
L. Lough..... F
E. J. Ketchum..... I
542—ELMO, SALEM, ILL., meets 1st & 2d Sun., 7:30 p.m., and 3d & 4th Sun., 2:30 p.m., K. of P. Hall. Joseph Boughner..... O
B. Harvey, Box 169..... F
Wm. A. Leonard, Box 197..... I
541—SIX RINK, CALAIN, MAINE, meets 1st & 3d Sunday at 1 p.m., in K. of P. Hall. Everett Haddock, Box 414..... O
W. L. Wheeler, Box 298 Milltown, Me. F
H. A. Robinson, 41 Germain st. I
540—NEW JERSEY SOUTHERN, LAKE HURST, N. J., meets in Red Men's Hall, 2d & 4th Sunday at 1:30 p.m. W. J. Morton, Box 24..... O
John Manion..... F
W. F. Hartman..... I
539—OKLAHOMA, SHAWNEE, OKLA., meets 2nd & 4th Sunday, 1:30 p.m., I. O. F. Hall, 16 Broadway. E. Detrick, 829 N. Market st. O
D. Sweet, 501 N. Market st. O
Wm. Martin, 204 S. Minnesota av. I

610—TENNESSEE RIVER, PADUCAN, KY., meets 1st & 3d Sunday at 10 a.m., in Biggers Hall, 5th & Jackson sts. T. M. Simon, 621 Clark st. O
G. Herring, 523 S. Third st. F
J. J. Gillespie, Lexington, Tenn. I
611—W. E. MORSE, ELDON, MO., meets 1st & 3d Sun. in every month, 9 a.m., Masonic Hall. C. G. Brittingham..... O
A. G. Darrell, Box 494..... I
R. H. Williams..... I
612—EEL RIVER, LOGANSPOUT, IND., meets 1st & alternate Sundays at 9:30 a.m., in New Ben Hur Hall, corner 11th & Broadway. W. Curtis, 200 Montgomery st. O
M. Fitzgerald, 171 1/2 St. F
J. J. Fitzgerald, Marydyke & Vine st. I
613—J. WILL, DOLTON, ILL., meets 1st & 3d Sunday at 2 p.m., in A. O. U. W. Hall. E. A. Cook, 1035 Chicago st. O
L. Trefz, L. box 16..... F
O. H. Daily..... I
614—SADDLE MOUNTAIN, MONTANA, MEXICO, meets every Wed., 2:30 p.m., Shepards Hall. W. A. Nickel, Collegio Cival No. 100 O
Joe Wood, Apartado No. 621..... F & I
615—ALEX. STRUTHERS, SR., DOUGLAS, ARIZONA, meets 1st & 3d Sunday at 7:30 p.m., in A. O. U. W. Hall. A. H. Struthers, 653 17th st. O
D. Struthers, 626 14th st. F
Alfred J. Smith, 940 14th st. I
616—SMOOKFIELD, MO., meets in I. O. F. Hall, Main st., 2nd & 4th Tuesday, at 1:30 p.m. M. DeVoy, 824 cor. East Brooks & Shelly st. O
A. J. Seelman, 837 Sedgwick st. F
O. H. Leaphart, 202 Macon st. I
617—NATURAL TUNNEL, BRISTOL, VA., meets 1st & 3d Sunday at 1:30 p.m., in Masonic Hall. J. E. Martin, Sta. B. O
J. E. Lundy..... F & I
618—BADGER, PORTAUX, WIS., meets 2d Thurs., 7:30 p.m., & 4th Sun., 2 p.m., Eagle's Hall, Ensburg Building. Fred J. Bennett, 415 East Pleasant st. O
T. O. Murphy, 521 W. Marion st. F
Wm. Washburn, 224 Onelda st. I
619—WM. REESE, FURKSTADT, N. Y., meets 2nd & 4th Sunday, 3 p.m., in Federal bldg., cor. Main and Cunningham Wm. Murray..... O
P. J. Nolan, 612 Pine st., West End P. J. Nolan, 612 Pine st., West End F & I
620—HART, TEX., meets every Sunday at 9 a.m., in Bowers Bld. W. G. Bailey..... O
E. D. Wilcox..... F
John Johnson, Box 216..... I
621—WYMORE, NEB., meets 1st and 3d Saturday, 7:30 p.m., I. O. F. Hall. J. H. Worden..... O
K. O. Parrish..... F
Paul Norton..... I
622—ALLIANCE, NEB., meets 2d and 4th Thurs., eve. at I. O. F. Hall. O. H. Rockey..... O
A. H. Robbins, 508 Highorn av. F
H. Renneau, Box 1331..... I
623—M'COOK DIVISION, M'COOK, NEB., meets 2d & 4th Sundays at 2 p.m., in I. O. F. Hall. Walt Stokoe..... O
W. D. Burnett..... F
N. A. Newkirk..... I
624—SHERIDAN, WYO., meets at 2 p.m., on 1st & 3d Sundays, I. O. O. F. Hall. F. P. Conlin, 955 No. Main st. O
W. C. Reid, 576 E. 6th st. F
R. O. Daugherty, 816 E. 8d st. I
625—ST. ANTHONY, MINNEAPOLIS, MINN., meets 2d & 4th Sunday at 7:30 p.m., Odd Fellows' Hall, 4th st. and Central ave. J. V. Piper, 304 Sixth st. S. E. O
Amil Skog, 192d st. N. E. F & I
626—MOUNTAIN CITY, DU BOIS, PA., meets 1st Sunday at 2 p.m., and 3d Sun. at 7:30 p.m., K. of P. Hall. W. O. Stone..... O
H. C. Bloom, 116 W. Washington av. F
Wm. D. Wilkins, 115 Grant st. I
627—CRANDALL, ALLIANCE, O., meets 2d & 4th Monday, 9 a.m., Labor Hall, 530 Main st. Eugene Prouty, 306 N. Union av. O
S. D. Work, 504 N. Lincoln ave. F
G. M. Scranton, 716 N. Webb ave. I
628—EMORY SPEER, CEDARTOWN, GA., meets 1st & 3rd Sunday, 2 p.m., in I. O. O. F. Hall. J. O. Wheeler, Box 76..... O
John T. Phillips, 222 Stubbs st. F & I

630—BARK TWIN, HARRISBURG, PA., meets in A.O.U.W. Hall, 3d & Broadway, 1 and 4 Monday, 2 p.m.
F. H. Reynolds, 300 Chestnut
Joe V. Tankard, 111 Ben La Mond st. S.S.
F. T. Marsh, Box 162.

630—J. A. HARKLEY, ENID, OKLA., meets every Sunday, 7 p.m., in Eagles Hall, Milton Cir., 312 Washington st.
A. W. Bell, 315 W. Walnut st.
A. Rodgers, 222 Oak st.

631—THUNDER CAPE, PORT ARTHUR, ONT., meets 1st & 3d Sun., 14 o'clock.
I. O. O. F. Hall, Cumberland st.
Wm. Dohm, Crayna st.
W. L. Nash, Box 676.
M. E. Ardell, 123 Albert st.

632—BUDCAW, MINDEN, LA., meets every Tuesday, 7:30 p.m., in K. of P. Hall, D. Linehan.
C. J. Claxton.
W. M. Henson.

633—WISCONSIN VALLEY, YONAWA, WIS., meets 2d & 4th Sunday.
A. B. Brosted, New Lisbon, Wis.
W. F. Bingham, Lock Box 36.
Phil Thompson, New Lisbon, Wis.

634—THOS. ROOSEVELT, GLEN'S PERRY, IDAHO, meets every Saturday at 7:30 p.m., in Herron's Hall.
John McCabe.
E. L. Thompson.
J. H. Straight.

635—CLEARFIELD, PA., meets 1st Tues. after 1st Mon., 7:30 p.m., & 4th Sun. 2:30 p.m., F. O. E. Hall.
C. E. Delaney, 1111 Daisy st.
H. S. Buck, 1094 Dorsey st.
Alex. Bell, 122 Fulton st.

636—AVERY H. PARSONS, SILSHEK, TEX., meets 2d & 4th Sunday at 1:30 p.m., in K. P. Hall.
Fred Hanne.
John H. Steinhoff.
P. A. Short, Box 56.

637—SARAKI, MOSCOW, COAH., MEK., meets 2d and 4th Monday afternoon in Conductors' Hall.
E. W. Green, Box 24.
J. J. McKenna, Box 24.
A. A. Ahrens, Box 13.

638—C. H. GRAY, H. 60 OKLAHOMA, meets every Mon., 1:30 p.m., Engineers' Hall, Main and Spring sts.
J. S. Carson, L. Box 252.
Jno. I. Merideth.
W. L. Roberts, P. O. Box 507.

639—BROOKLYN TERMINAL, BROOKLYN, N.Y., meets 1st Sat. at 8:30 p.m., and 3rd Sun. at 10:30 a.m., 497 Bridge st., near Fulton st.
G. W. DeBeamer, 624 Bainbridge st.
A. A. Stanger, 325 62d st.
H. P. Hine, 1234 Haley st.

640—CLINTON L. BERTZ, CUMBERLAND, MD., meets 1st & 3d Sat. 7:30 p.m., I. O. O. F. Hall, Bldg. 4d 300 E. Biggs, lock b. 151, Ridgely, W. Va.
C. H. DeBaugh, Ridgely, W. Va.
F. P. Haller, 137 Madison st.

641—Y. D. WELCH, HORNELL, N.Y., meets in Eng's Hall, every Tues. at 7:30 p.m.
J. W. McCarthy, 7 Adams av.
F. A. Allen, 157 1st av.

642—CRESTON, IOWA, meets every Sunday at 10 a.m., in Liberty Bldg.
L. C. Abbott, 405 E. Montgomery st.
O. T. M. Kenworthy, 405 New York av.
F. G. Peterson, 1102 No. Sycamore st.

643—OTTUMWA, IOWA, meets 1st Mon., 2 p.m., & 3d Sun. 7:30 p.m., in O. R. O. Hall, cor. Main & Market sts.
J. H. Rowland, 1649 E. Main st.
O. G. R. Hardin, 1341 E. Main st.
M. J. Canney, Cooper st.

644—ILLINOIS AT GALESBURG, ILL., meets every Sun. 2:40 p.m., Maccabee Temple.
C. B. Johnson, 133 Boline av.
J. F. Linsley, 261 So. West st.
J. J. MacHale, 129 Fulton st.

645—O. AT CHICAGO, ILL., meets at Star Lodge Hall, Western ave. and Lexington st., 2d Sunday 8 p.m., 4th Monday at 8 p.m.
Ernest Fisher, 728 S. Kedzie ave.
O. G. H. Miller, 945 S. Millard av.
O. Danziger, 940 S. Homan av.

646—TYNECK, SAVANNAH, GA., meets 1st & 3d Sunday at 10 a.m., in K. of P. Hall, cor. Barnard and York sts.
W. E. King, 28 Liberty st.
S. O. Cusherwood, 211 33d st. W. F. & I.

647—ARIZONA, PESCOTT, ARIZ., meets 1st & 3d Sat. 7:30 p.m., K. of P. Hall.
S. E. Landon, Gurley & Granite sts.
O. Allan Love, 627 E. Sheldon st. F & I.

648—AMBRON, WAYCROSS, GA., meets 1st & 3d Sunday at 2 p.m., in Red Men's Hall, Lott & Hitch Bldg.
G. W. Barnes, 14 Jane st.
J. W. Lyon, 20 Elizabeth st.
S. B. Spear, 40 Remahart st.

649—W. E. FUTCH, BRUNSWICK, GA., meets 2d & 4th Sunday at 2 p.m., in Odd Fellows Hall.
Jas. Savage, 108 E. st.
J. D. White, 101 E. st.
A. A. Knight, 708 1st.

650—THOS. J. MULVRY, DURAND, MICH., meets 1 & 3 Sunday, K. O. T. M. Hall, W. Spillane.
J. Looming.

651—ETHEL BARKER, COLUMBUS, O., meets 2d & 4th Sunday at 2 p.m., in Odd Fellows Hall, 527 1/2 W. Broad st.
F. W. Crawford, 48 N. Princeton av.
Geo. B. Vickery, 1236 W. Broad st.
W. A. Jex, 65 N. Princeton av.

652—BANNER, TAWAQA, PA., meets 2d & 4th Sunday at 2 p.m., in Reaps Hall, E. Broad st.
Eli Ehrlich, box 286.
Geo. S. Edwards, 421 W. Broad st. F & I.

653—BLACK DIAMOND, ALLENTOWN, PA., meet 1st & 3d Sunday of every month.
Claire Bros. Hall, 31 No. 7th st.
J. J. Bolly, 403 Priscilla st., S.
J. C. Gibbons, 307 Ridge ave. F & I.

654—JOHN GLENN, CLARION, IA., meets 2d & 4th Monday 8:30 p.m., Masonic Hall.
H. Hornberger, 801 S. 8th st., Council Bluffs, Ia.
B. F. Madison, 801 S. 8th st., Council Bluffs, Ia.
W. W. Ayres, 1100 S. 8th st., Council Bluffs, Ia.

655—MAJOR BYRNE, ST. MARYS, PA., meet 2d & 4th Sunday at 7:30 p.m., Hall Block.
C. W. Small, 447 Washington st.
J. J. Coyle, 256 Brussels st.
B. C. McFarland, 175 Euclid av., Brookville, Pa.

657—ASH KENNEDY, REVELSTOCK, B. C., meets 1st & 3d Wed. of each month in Selkirk Hall.
L. Patrick, Box 27.
S. H. Stingley, Box 27.

658—HAVERLOCK, ONT., meets 2d & 4th Monday, 1:30 p.m., I. O. O. F. Hall.
John Tooman, Box 586.
John R. Boylan.
Thomas Bennett.

659—GENEVA, BUFFALO, N.Y., meets 2d & 4th Sun. of each month at 2 p.m., Boyers Hall, Swan and Kinsale sts.
Frank H. Goodenough, 34 Kamper av.
F. A. Rose, 22 Kamper av.
Frank C. Watkins, 510 S. Division st.

660—TROPICO, LOS ANGELES, CAL., meets 1st and last Sunday, 1:30 p.m., and 3 Saturday, 8 p.m., Masonic Hall, 1556 E. 1st st.
C. G. Mason, 2206 East 2d st.
Chas. Diefenbaugh, 302 So. Cummings st.
J. H. Cross, 335 S. State st.

661—W. J. MC ANDREWS, ST. THOMAS, ONT., meet every Sunday, 2:30 p.m., I. O. O. F. Hall.
Joseph Gant.
Joe Flowers.
H. W. Buckpitt, 14 Elizabeth st.

662—LOS ANGELES, CAL., meets 2d and 4th Sat. eve. 7:30 p.m., I. O. O. F. Hall, 220 S. Main St.
Jno. Bromwich, 1405 E. 19th st.
Geo. Melrose, 471 E. 4th st.
Jno. Finlay, 206 S. Boyle av.

663—STEEL CITY, SYDNEY, N. S., meets 1st Sunday eve., 20:15 & 3d Sun. eve. 10:30, Odd Fellows Hall.
Chas. Willson.
Alex. R. Johnson, 563 George st. F & I.

664—J. E. MC CREIGH, SAN LUIS ORISPO, CAL., meets 2d & 4th Sundays, 10 a.m., Elks Hall.
J. A. Burke, 1045 Leff st.
M. F. Rittinghouse, 655 Pismo st.
T. Cushing, 1225 Pismo st.

665—BEARDSTOWN, ILL., meets 1st & 3d Monday & 2d Sunday, 2 p.m.
J. M. Spence, 1101 Washington st.
R. A. Guthrie.

666—G. S. MC KEE, JACKSON, TENN., meets Monday 2 p.m., K. of P. Hall.
J. S. Dodds, 474 N. Royal st.
O. H. L. Foster, 346 No. Hays av.
J. H. Edwards, 236 Stoddart st.

667—F. S. THORNE, BRANDON, MANITOBA, CAN., meets 1st Tues. & 3d Sun. 2 p.m., I. O. O. F. Hall, Folly Bldg.
W. Clendenning.
E. V. Turner, 81 5th st.
S. H. Godley, 215 5th st.

668—L. C. CLINSON, HARRISBURG, PA., meets 2d & 4th Sun. at 1:30 p.m., at Stouffer's Hall, 451 Broad st.
O. H. S. Melchior, 628 Kelker st.
T. J. McClinton, 307 Broad st. F & I.

669—BENA VISTA, MEXICO, meets every Monday night at 8 p.m., Odd Fellows' Hall.
John L. Cullen, Calle Buena Vista, No. 122.
H. W. Carr, La Cumbre, No. 25 Viviente, No. 65.

670—OGENA, EIDERLIN, N. DAK., meets 2nd Mon. eve. & 4th Sun. afternoon, Masonic Hall.
Chas. Hahler.
H. W. Shaw.
Henry Kooyer.

672—WARREN STONE, MEMPHIS, TENN., meets every Sunday at 9:30 a.m., Dugan Hall, Penn. & Iowa avs.
H. C. Hiltbrunner, 398 Middleton av.
W. T. Stephens, 614 Rayburn Blvd.
F. M. Andrews, 228 W. Virginia ave.

673—VALLEY, PITTSBURG, PA., meets 2d Mon., 7:30 p.m., 4th Sun. 2 p.m., K. of the G. E. Hall, 7750, Main st.
E. J. Smith, 332 Park st.
Wm. Sites, 402 Exeter st.
Geo. Kraft, 40 Curtis st.

674—ST. LOUIS VALLEY, BIXBY, ILL., meets 2d & 4th Sunday at 2 p.m.
H. E. Reynolds.
O. Y. Fuller.
E. E. Reisinger, Du Po, Ill.

675—H. MILLER, CAGLE GROVE, ILL., meets 1st & 3d Wednesdays at 1:30 p.m., K. & L. of S. Hall.
H. A. Miller.
P. S. De Hoff.
H. J. Humphrey.

676—ORIZABA MOUNTAIN, ORIZABA, MEX., meets every Thurs. 7:30 p.m., 3a de Beneficencia No. 12.
W. F. V. Newton, 3a de Beneficencia, No. 94.
John C. Pilkington, Apartado No. 65.
Vera Cruz, Mex.
Robt Davidson, 3a J. M. Morrice, No. 30.

677—RAINY LAKE, VIRGINIA, MINN., meets 1st & 3d Sun. 2 p.m., Eagles' Hall, Lester L. Fiandt, Box 338.
O. Lerley Jackson, 232 Oak st.
F. Mark McCarthy, 415 Walnut st.

678—CALEDONIA, LIMA, O., meets 1st & 3d Tues. & 2d & 4th Fri. 7 p.m., Mitchell Hall, N.E. cor. of Main & Public Square.
J. W. Olinger, 427 N. Pierce st.
W. H. Ringer, 626 Delphos av. F & I.

679—BRIDGEBURGH, ONT., meets 1st Wednes. & 3d Tues. I. O. O. F. Hall, Richard Walsh, 1891 Niagara st., Buffalo, N.Y.
O. M. R. Harvey.
Charles Findlay.

680—ELBERTA, JACKSONVILLE, TENN., meets Mon. 8 p.m., K. of P. Hall.
J. S. Evans, Box 265.
J. S. Frampton, Box 265.
L. E. Andrus, Box 265.

681—HARPOUR VALLEY, CALIENTE, NEV., meets 1st & 3d Sunday, 7:30 p.m.
Frank Kuchenmeister.
Roy F. Miller.
C. I. Himstree.

682—NEW HOPE, HAMMOND, IND., meets 2nd Sun. 2 p.m. & 4th Thurs. 8 p.m., in Fraternity Hall.
W. H. Green, 213 W. Plummer av.
P. A. Lucas, 330 Sibley st. F & I.

683—JAMES LEAHY, CHICAGO, ILL., meets 2d & 4th Sunday 8 p.m., at 151 East Randolph st., Hall No. 1.
M. A. Lea, 1580 Fulton st.
N. W. Bennett, 27 Powell Park.
Jas. Hughes, 218 N. Springfield av.

684—J. J. HANLIN, ATLANTA, GA., meets 2nd & 4th Sunday, 1:10 p.m., Redmen's Hall, 65 Central av.
E. B. Young, E. F. D. No. 7, Woodward Station, Atlanta, Ga.
O. Leo Whitley, 520 Capital av. F & I.

685—COL. T. B. KENNEDY, CHANNERSBURG, PA., meets 2d & 4th Sunday 10 a.m., Trust Bldg.
Henry Betz, Broad st.
U. G. Hawbecker, Camp Hill, Cumberland Co., Pa.
T. M. Horn, 251 E. King st.

686—C. B. PARSONS, BONNE TERRE, MO., meets 2d & 4th Sunday at 2 p.m.
J. W. Renard.
W. Reynolds.
Wm. Starns.

697—COUNCIL OAK, SIOUX CITY, IOWA, meets 2d Mon. 7:30 p.m., 4th Sun. 10 a.m., Krumman's Hall, Court and Fourth sts.
H. W. Butterfield, 1007 8th st. O
Wm. H. Malsi, 411 West 4th st. F
John Donaldson, 1571 Court st. I
698—ELIZABETH, N.J., meet 2d Sat. 8 p.m. and 4th Sun. 2:30 p.m., J. O. A. M. hall, 234 Broad st. O
Geo. B. Rowland, 600 Cherry st. O
Geo. H. Squier, 15 Warren av., Roselle Park, N. J. F
Michael V. Reagan, 148 Court st. I
699—SCHOFIELD, MONTREAL, P. Q., meets 2d & 4th Sunday 2 p.m., Merchants Bank Hall, cor. St. Lawrence, Main & St. Louis sts.
G. H. Martyn, 445 St. Catherine st. O
John Williams, 61 Van Horne ave. F
Outremont Jct. F
A. T. Houston, 128 Quebec st., Outremont Jct. F
700—WESTON, WESTON, Vt., meets every Sun 1 p.m., Cit. Bank Bldg.
Ray Malone. O
E. E. Smith. F
W. T. Morgan. I
701—ISLAND FOND, VT., meets 2nd & 4th Sunday, 2:30 p.m., Engineers' Hall.
G. B. McKelvey. F
D. O. Foss, Jr. F
John Sloan. I
702—TOKOPAN, NEV., meets 1st & 3rd Thurs. at 7:30 p.m., Miners Union Hall.
G. A. Bankston, L. box 697. O
J. B. Whitlock, 697. F
O. J. Moquist, box 374. I
703—A. L. KIMBALL, NEWORK, N.J., meets 1st Fri. 8 p.m. and 3d Mon. 9 a.m., McMahon's Hall, Callopie and Dryades sts.
Chas. Miller, 1317 S. Derbigny st. O
Robert Ligon, 3215 First st. F
H. A. Meese, 4029 Palmir st. I
704—SHREVEPORT, P. Q., meets 1st & 3d Sunday, 1:30 p.m., Odell's Hall, 67 Wellington st.
C. A. Martyn, Grand Central Hotel. O
E. W. Gibson, 12 Goodhue st. F & I
705—BILTOY, P. Q., meets 1st & 3d Sun., 9 p.m., K. of P. Hall.
Fred Almy, 419 Main st. O
Jos. Crow, 423 Victoria st. F
Dan D. Sweeney, 508 So. Ward st. I
706—CUMBERLAND, ATLANTA, GA., meets every Sun. 2:30 p.m., Red Men's Wigwag, 68 Central av.
J. M. Oosterlinck, 408 Gordon st. O
G. B. Beauchamp, 277 S. Boulevard. F
H. P. Wooten, 286 Crew st. I
697—

698—BIG SANDY, ASHLAND, KY., meets 2d & 4th Sundays, 1:30 p.m., Workmen's Hall, 15th st. & Greenup av.
T. O. Gouger, 1300 E. Winchester av. O
B. L. Wesley, 1226 E. Winchester av. F & I
699—LITTLE ROCK, CHEROKEE, IA., meets 1st & 3d Sunday, 2 p.m., Maccabee Hall.
L. P. Nelson, 628 W. Cedar st. O
W. A. Wallace, 322 W. Grace st. F
700—W. WOOD, BAKER CITY, ORE., meets 1st & 3d Sat., 7:30 p.m., Eagles Hall, Front st.
U. S. Carpenter, 1035 4th st. O
Frank M. Shurtliff, 419 Front st. F & I
701—W. W. CADLE, COTTAGE, ARK., meets 2d & 4th Sun. 7:30 p.m., K. of P. Hall.
E. A. Lamb. O
C. D. Elliott. F
O. A. Schultz. I
702—OWASCO, MICH., meets 2d & 4th Sun., 2 p.m., Burke's Hall.
F. G. Pulphifer, 307 Ball st. O
O. H. Pillans, 612 E. Main st. F & I
703—JOHN R. LEE, TEAGUE, TEX., meets Sunday 9 a.m., Headlee Hall.
B. T. Daniels. O
V. L. Plummer, Box 186. F
A. Zeanon, Box 198. I
704—SAN RAFAEL, CAL., meets 2nd & 4th Tues. in Elmirch Hall.
J. F. Manney. O
J. J. Keating, Sausalito, Cal. F
H. D. Grant, 217 Mission st. I
705—EPHRAIM MCLEARY, HARRISBURG, PA., meets 1st Sun., 1:30 p.m., & 3rd Wed., 7:30 p.m., Facklers Hall, 13th & Derry st.
Jeremiah Showers, 524 So. 14th st. O
Hiram Swavely, 1708 Regina st. F & I
706—E. E. WILLIS, FITZGERALD, GA., meets every Sun. 2 p.m., K. P. Hall.
W. M. Martin, 301 N. Main st. O
John Lee, 408 B. Grant st. F
G. N. Morton, 60 Howe st., Waycross, Ga. I

707—NORRIS CITY, NORRISTOWN, PA., meets 1st Sat. 7:30 p.m., and 3d Sat. 1:15 p.m., Odd Fellows Temple, 280 West Main st.
Harry G. Haas, Bridgeport, Pa. O
Jos. F. Costello, 48 E. 4th st., Bridgeport, Pa. F
Alex. Coull, 1029 Airy st. I
708—JOHN W. KEE, KANSAS CITY, KANS., meets 1st Tues. 7:30 p.m., & 3d Mon. 2:30 p.m., Motter's Hall, 10th st. & Central av.
Jas. T. Gleason, 1221 Washington st., Kansas City, Mo. O
Jos. W. McDonald, 19 So. Ferree st. F
M. Balor, 1267 Pennsylvania ave. I
709—BRIDGE, BIRMINGHAM, N. Y., meets 2nd & 4th Sun., 3 p.m., Odd Fellows' Hall, 299 Chenango st.
J. H. Cooper, 271 Chenango st. O
Chas. F. Whitaker, 204 Robinson st. F
T. McMahon, 73 Pine st. I
710—JOHN C. FOX, JAMESVILLE, WIS., meets 2nd & 4th Sun. 2 p.m., East 8th & Odd Fellows' Hall.
J. G. Gregory, 214 Washington st. O
Thos. F. Fox, 551 Pleasant st. F & I
711—INDIANAPOLIS, INDIANAPOLIS, INDIANA, meets 2d & 4th Sun. 2 p.m., I O O F Hall, N. Okmulgee av.
J. E. Steward, 607 S. E. st. O
W. F. Foutard, 1006 So. 1st st., Arkansas City, Kan. F
Albert Jett, 201 Frankfort st. I
712—JEFF, JEFFERSONVILLE, IND., meets 1st Sunday 9 a.m. & 3d Friday at 8 p.m., Elks Hall.
Geo. Wetzel, 2008 W. Market st., Louisville, Ky. O
A. G. Grandall, 819 E. Court av. F
John Hutchison, 1810 Duncan st., Louisville, Ky. I
713—MT. NEBO, SALT LAKE CITY, UTAH, meets 1st & 3d Wed. 8:30 p.m., Odd Fellows' Hall, Market st.
J. G. Bywater, 2063 Vernon av., Sugar Hill, W. Va. O
H. W. Anderson, 921 West 2d So. F
J. W. Stewart, 350 W. 2d North. I
714—A. P. SOUTHWORTH, CHARLESTON, W. VA., meets 1 & 3 Sun. 9:00 a.m. I. O. O. F. Temple, Capitol & State sts.
Jas. A. Kilcollins, Quincy, W. Va. O
Allen Hartley, 501 Morris st. F
F. G. Joachim, Quincy, W. Va. I
715—SASKATOON, SASK., CAN., meets 2d & 4th Sun., Masonic Hall.
James Shuttlesworth. O
A. E. Fraser, box 578. F
W. O. Jackson, Box 578. I
716—BATTLE RIVER, NORTH BATTLE FORD, SASK., CAN., meets 20 o'clock, Sears Hall.
A. H. Gregory. O
E. E. Coppock. F
E. B. Dobson. I
717—IRVING, AUGUSTA, GA., meets 1st & 3d Sun. 11:30 a.m., A. P. A. Hall, Broad and 7th sts.
W. F. Starr, 243 Telfair st. O
F. F. Kuhlke, 262 Green st. F
E. E. Clary, 585 Calhoun st. I
718—PAUL LEAF, CARDENAS, SAN LUIS POTOSI, MEX., meets every Mon 8 p.m., K. of P. Hall.
J. G. Keller. O
A. S. Hall, Casa 21. F
G. S. Stephenson, Casa 22. I
719—ST. QUENTONCHER, COLTHER'S, MISS., meets every Thurs. 7:45 p.m., Fraternity Hall, Main & 14th sts.
O. H. Brown, 409 North 13th st. O
J. W. Bealle, 1702 S. 4th av. F
J. H. Coburn, 426 S. 15th st. I
720—LINCOLN, SPRINGFIELD, ILL., meets 1st & 3d Mon. 7:30 p.m., Odd Fellows Bldg.
J. W. Watson, 1124 So. 8th st. O
Israel Scranton, 637 W. Edwards st. F
S. G. Brecount, 260 Bradford st., Decatur, Ill. I
721—E. A. SHIPLEY, OKLAHOMA CITY, OKLA., meets 1st and 3rd Mon. 2 p.m., & 2d & 4th Mon. 7:30 p.m., B. of L. E. Hall, Robinson & Potts sts.
O. W. McKinnon, 224 Choctaw st. O
E. Smith, 100 S. Robinson st. F
J. Quinn, 407 Pott st. I
722—JOHN WONDERLY, CARBONDALE, PA., meets 1st & 3d Sun. 2:30 p.m., Leader Hall.
M. A. Myers, 7 Porter av. O
J. A. Norris, 15 Chestnut av. F
Allen Sheare, 88 Park st. I
723—TEGAMANI, NORTH BAY, ONT., CAN., meets 1st & 3d Sun. 2 p.m., in their hall, McIntyre st.
F. Morgan. O
H. E. Currie, box 54. F
James Wilson, Box 68. I

724—R. E. HAMMOND, VILLA GROVE, ILL., meets 2nd & 4th Sun. 3 p.m., and the following Fri. evening at 7 p.m., in Eagles Hall.
E. E. Ebelmeyer. O
G. R. Owen. F
Robert Schick. I
725—CHAS. HAMILTON, WALNUT SPRINGS, TEX., meets every Sun. 9 a.m., K. of P. Hall.
John Uloth. O
J. E. Lindquist. F & I
726—ABERDEEN, S. DAK., meets 2nd & 4th Sun., Odd Fellows Hall.
James Kehoe. O
Wm. Aggas, 104 8th av. E. F
H. E. Davidson, 507 3d st. So. I
727—STERLING, COLO., meets 1st & 3d Sat., 7:30 p.m., Red Men's Hall.
J. F. Harrison. O
O. H. Murrin. F
G. F. Ludwig, Box 261. I
728—GEORGIAN SPRING, PARRY SOUND, ONT., meets 1st & 3rd Sun. 2 p.m., Odd Fellows Hall.
Wm. Moore, Box 264. O
A. T. Granger. F
J. W. Findlay, Box 608. I
729—L. L. MAJOR, MATTHEWSBURG, MISS., meets every other Friday, 7:30 p.m., in Engineers' Hall.
W. A. Bennett, 607 East 2d st. I
730—LAKEMONT, ALTOONA, PA., meets 1 & 3 Sun. 2 p.m., & 4 Fri., 7:30 p.m., Odd Fellows' Hall, 6th and 4th sts.
T. E. Kearns, 608 7th st. O
O. R. Dibert, 801 Howard av. F
J. J. Conrad, 15 Milton Apartments, 8th & 12th sts. I
731—JEFF S. MILLER, KINGSVILLE, TEXAS, meets 2 & 4 Sunday, at 2 p.m., in Woodman's Hall.
H. A. Brislin. O
Arthur G. Moore. F
H. A. Murry, Box 223, Kingsville, Tex. I
732—W. C. HAYES, PORT JERVIS, N. Y., meets every other Friday, 7:30 p.m., in Engineers' Hall.
N. W. Wellman, 4 Mt. William st. O
Timothy Cox, 27 Buckle st. F & I
733—HIGH DRY, BALESTINE, ILL., meets 2d & 4th Sun. 9 a.m., & 1st & 3d Sun. 2 p.m., K. of P. Hall.
H. D. Simon. O
E. E. Adams, box 47. F
Frank Nigh. I
734—HIGHLAND, DENVER, COLO., meets every Tuesday, 7:30 p.m., Liberty Hall, 1539 Platte st.
F. L. McCartney, 2545 15th st. O
T. Hincholiff, 2253 West 94th ave. F
J. B. Wallace, 8420 W. 32d av. I
735—YAQUI, GUAYMAS, MEX., meets every Sun. 7:30 p.m., Masonic Hall, 2d Shepard, Box 72. O
T. S. Brooks, Box 72. F
J. M. Ritz, Nogales, Ariz. I
736—LAKE WICHITA, WICHITA FALLS, TEX., meets every Wed. 8 p.m., K. of P. Hall.
M. H. Barwise, Box 181. O
J. W. Carthens, Box 68. F
A. C. Bennett, 1101 Burnett st. I
737—LAKE DAUPHIN, DAUPHIN, MAN., meets 1st Sunday 14:30 o'clock & 3d Friday 19:30 o'clock, I. O. F. Hall.
Jas. M. McLeod. O
Donald W. Campbell. F
Jas. H. Arnold. I
738—ARKANSAS, EL DORADO, ARK., meets every Sunday, 7 p.m.
Pat Egan. O
J. F. McLaughlin, box 258. F
G. C. Moore. I
739—KECK VALLEY, BAKERSFIELD, CAL., meets 2d & 4th Wed. 8 p.m., Maude's Hall.
Oscar F. Phillips, 1911 17th st. O
J. G. Fraser, 1808 16th st. F & I
740—P. KILDFY, PRATT, KANS., meets every Sun. 2 p.m., M. W. of A. Hall.
H. H. Stamper, Liberal, Kans. O
F. F. Farrington. F & I
741—WAYNE, OKMVILLE, O., meets 2nd Wed. 7:30 p.m., and 4th Sunday, 1:30 p.m., B. of R. T. Hall, Fife Bldg.
Wm. G. Lamb, 224 N. Monroe ave. O
Jas. A. Bowers, Box 617. F & I
742—E. W. RICHMOND, WILMINGTON, MICH., meets 2d and 4th Sun. :30 p.m., Odd Fellows Hall.
Fred Beamish. O
Warren Cooper, 718 S. Union. F & I
743—SHENANDOAH VALLEY, ROANOKE, VA., meets 2d & 4th Sun. 9:30 a.m. I. O. O. F. Hall, Jefferson st.
H. E. McDonald, 1015 S. 5th. F
J. E. Webb, 822 7th av., S.E. F & I

744-PAINTED ROCK, LOWARD, MONT., meets 1 and 3 Sunday, 2 p. m., 2 & 4 Monday, 8 p. m., B. of L. E. Hall. Wilbur Davenport, Lewistown, Mont. O
Wilbur McKenna F
S. A. Jorgensen, Harlowton, Mont. I

745-B. C. WHELAN, CLEVELAND, O. meets 1 Sunday, 8:00 a. m., and 3 Friday, 8 p. m., J. Anna bleek, Woodland & E. 45th sta. C
Jas. W. Fishel, 8700 Linwood av. C
Jno. H. (arrow) 1217 East 113th st. F
Wm. Sill, 154 E. 31st st. I

746-JAMES RIVER, JAMESTOWN, N. DAK. meets 1 & 3 Sat. 8 p. m., Forest-
er Hall. C
D. C. Wood I
John T. Wantland F & I

747-SHANROCK, MINICO, ONT., meets 1 Tuesday, 2:30 p. m., and 3 Tuesday, 7:30 p. m., New Toronto Hall. C
Alexander F. Mitchell I
Harold P. Wilson C
William Hastings I

748-CAMPANA, TITUSCAW, N. MEX. meets 1st & 3d Mon. 7:30 p. m., 2d & 4th Mon. 2:30 p. m., I. O. O. F. Hall. C
J. R. McAlpine C
E. E. Clark, Box 78 I
Edward Shields I

749-W. B. BEST, RAINY RIVER, ONT., meets 2 and 4 Sunday, 2 p. m., B. of L. E. Hall. C
P. J. Nolan C
D. P. Johnson F
F. Allen, Box 159 I

750-LETHBRIDGE, ALBERTA, CAN., meets 1 and 3 Sunday, 2 p. m. C
G. F. James, box 488. C
James Wallwork, box 234. F
George McNabb, box 601. I

751-GEORGE P. PIERRE, GASSAWAY, W. VA., meets 1 and 3 Sun ay, 7:30 p. m., Lynch's Hall. C
Joseph Daugherty C
S. E. Smith, box 122. F
William Johnson I

752-RINSELAER, N. Y., meets 1st & 3d Sun. 2 p. m., Select Knights' Hall, Broadway & Partition st. C
E. Mille, Round House, East Albany, N. Y. C
W. L. Grinton, 141 N. Boulevard, Alban, N. Y. F
D. S. Forgue, 20 Green st. I

753-CITADEL, QUEBEC, P. Q., meets 2 and 4 Sunday, 2 p. m., Fraternal League Hall, St. Joseph st. C
H. O. Blanchet, 300 St. Vallier st. C
John McTeer, 129 Des Fossils st. F & I

754-SOUTHERN INDIANA, TERRE HAUTE, IND., meets 1 and 3 Monday, 7:30 p. m., Mahan Hall, 17th and Hulman sts. C
John Garrity, 1509 Washington ave. C
W. R. Barnes, 1100 College av. F & I

755-CALCANIET, DE QUINCY, LA., meets 1st and 3d Sunday, 3 p. m. C
J. J. Llanen C
B. Hayes F & I

756-CANAL ZONE, CRISTOBAL, C. Z., PANAMA, meets 1st Sun. 1 p. m., in Cristobal, and 3d Sun. 1 p. m., in Las Casacades. C
A. C. Stone, Las Casacades, C. Z., Panama. C
Lon B. Swearingen, F
W. H. Buckius, Pedro Miguel, C. Z., Panama. I

757-CASCADE, NEW CASTLE, PA., meets 2d & 4th Tues. evening, K. P. Hall. C
S. A. Pirnes, N. Cedar st. C
A. G. Matthews, W. Clayton st. F & I

758-E. C. MORRIS, VANCOUVER, WASH., W. H. Hofacker. C
C. P. Seal, 602 Vancouver av., Portland, Ore. F & I

759-CON. WITHERSPOON, GREENSBORO, N. C., meets every Sat. 8 p. m., Greensboro Nat. Bank Bldg. C
J. J. W. Harris, 317 Walker av. C
L. A. Atkinson, 400 Gorrell st. F
W. M. Perdue, 350 S. Ash st. I

760-LACKAWANNA, ESTROUSBURG, PA., meets 1st Sun. 2:00 p. m. & 3d Sun. 10 a. m., I. O. O. F. Hall, Cortland & Crystal sts. C
C. H. Travis, C
W. Homer Lee, Box 25. F
Edwin M. Weller, I

761-METTERSHILL, MILES CITY, MONT., meets 2d & 4th Sun. Wibeaux Hall. C
Wm. Chambers, Box 373. C
Thos. Brown, F
Geo. Bennett, Box 118. I

762-F. A. BURGESS, MEMPHIS, TENN., meets Tues. 9:30 a. m., Graves Hall, cor. McLamore & Rayburn av. C
W. A. Dodds, 476 Edith Place. C
G. J. Griffin, 1050 Barton av. F
W. A. Chrisman, 275 Lucerne Pl. I

763-W. A. THOMPSON, FAIRVIEW, OKLA., meets 1st & 3d Wednesday, 2:30 p. m., Brown's Hall. C
H. H. Rodman, Box 711. C
Jas. A. Jones, Box 711. F
A. Galletly, 356 St. Francis av., Wichita, Kans. I

764-THANSTONA, MELVILLE, SASK., CAN., meets 2d & 4th Sun. 2 p. m., Melville Hall. C
Robt. P. Corrigan. C
John Fowen, Box 62. F & I

765-T. M. SALMON, V. RHIDAY, LA., meets every Sun., 7 p. m., City Hall. R. I. Ragland. C
S. A. Jones. F
S. K. Dixon, Bastrop, La. I

766-MT. CHARLESTON, LAS VEGAS, NEV., meets 1st & 3d Tues. 2 p. m., & 2d & 4th Tues. 7 p. m., Hickey's Hall, Char. Island. C
Geo. H. Badenhausen. F & I

767-PORT MORRIS, N. J., meets 1st Sun. 7:30 p. m., 3d Sun. 2 p. m., Union Hall. C
Richard Trezise, Box 31. C
A. J. Eick, Box 81. F & I

768-THIEF RIVER, THIEF RIVER FALLS, MINN., meets 1st & 3d Sun. 10 a. m., Masonic Hall. C
A. C. McLane. C
W. A. Borren. F & I

769-SANFORD, FLA., meets 1st & 3d Sun. 2:30 p. m., Masonic Hall. C
Louis Roberts. C
R. A. Newman. F & I

770-ALACHTA HIGH SPRINGS, FLA., meets every Sun., 9 a. m., Masonic Hall. C
C. H. Rice. C
W. I. Trammell. F & I

771-LACY, S. W. BERN, N. C., meets 1st & 3d Sun. 2 p. m., K. of P. Hall, cor. Hancock & Broad. C
J. H. Neel, 11 Union st. C
J. D. Whitford, 123 Craven st. F
Geo. R. Dunn, 150 E. Middle st. I

772-ALBERT W. ROUTH, PITCAIRN, PA., meets 2d & 4th Sun. 2 p. m., I. O. O. F. Hall. C
W. E. Altmiller. C
R. F. Jackson. F
J. L. Dailey. F & I

773-FORT PIERCE, FLA.

774-JALISCO, GUADALAJARA, MEX., meets 1st & 3d Sun. 8 p. m., Masonic Hall. C
A. J. Ginnell, 475 Calle de Tola. F
J. B. Tilley, 438 Calle de Rastrollo. C
W. S. Knox, 469 Ave. Colon. I

775-CITY OF ROSES, VICTORIA, TEXAS, meets 1st & 3d Sun. I. O. O. F. Hall. C
E. A. Krause, Box 512. C
H. Ashworth. F
V. E. Hannis. I

776-GALVESTON, TEXAS.

777-OZONE, BOGALUSA, LA., meets every Sun. 1 p. m., K. of P. Hall. C
Chas. Reed. C
R. F. Bibby. F
R. F. Stafford. I

778-DEN MOINES, IA.

779-MANCHESTER, GA.

A. T. & ST. FR. LINES WEST OF ALBUQUERQUE. - L. H. Ledger, Chr., 331 O. T. Johnson Bldg., Los Angeles, Cal. C
C. E. Hill, Sec., 818 S. T. Fresno Cal. A & W. P. & W. R. R. - J. T. Still, Chr., 397 Washington st., Atlanta, Ga. F
BANGOR & AKOOSTOUK - A. L. Chase, Chr., 39 Cottage st., Bangor, Me. J. A. Dufey, Sec., Fort Fairfield, Me. B & N. - C. K. Mitchell, Chr., 5 Benton st., Stoneham, Mass. C
C. B. Galleher, Sec., Box 407, Windsor, Vt. BOSTON & ALBANY - H. E. Sibley, Chr., West Auburn, Mass. J. E. Dillingham, Sec., Milford, Mass. E. R. & F. P. J. Noonan, Chr., Box 118, Big Run, Pa. F
S. B. Braund, Sec., 113 South ave., DuBois, Pa. E. R. & W. - James Gabriel, Chr., 622 East 5th st., Seymour Ind. C
John Ormsby, Sec., 506 W. Main st., Washington, Ind. B & O. - Jas. Dennison, Chr., 216 Lawrence st., Newark, O. J. J. Clair, Sec., 4923 Lytle st., 1 Littleburg, Pa. BUFFALO & SUSQUEHANNA - Morgan Melvin, Chr., Belfast, N. Y. BURLINGTON SYSTEM - G. W. Smith, Chr., 817 18th st., Concordville, J. A. Leverington, Sec., 220 3rd st., Hannibal, Mo. C. A. RY. - P. R. Christal, Chr., 207 Union st., Bloomington, Ind. C
D. Callahan, Sec., Slater, Mo. MACKENZIE HARBOR RY. SYSTEM - (Can. Northern, West of Port Arthur; Can. Northern & Ont. Ry.; Can. Northern & Quebec Ry.; Can. Nor. Eastern Lin's. Sudbury to Quebec; Quebec & Lake St. John Ry.) W. B. Best, Chr., Gault House, Portage avenue, Winnipeg, Man. J. M. McLeod, Vice Chr., Can. Nor. Ry., Daryshire, Man. Wm. Crawford, Sec., (West of Port Arthur) 492 Wardlow av., Winnipeg, Man. S. White, Asst. Sec., (Eastern Line) Sudbury to Quebec 189 Notre Dame st., Hochelaga, Montreal, P. O. CAN. PAC. - Chas. Pope, Chr., Box 583, Kenora, Ont. Jas. D. McAdam, Sec. & Treas., Chapleau, Ont. GEN. OF G. - Arthur Kirkendall, Chr., 67 W. 6th st., Bayonne, N. J. M. A. Dubba, Sec., Box 174, E. Mauch Chunk, Pa. GEN. OF G. - Wm. A. Kline, Chr., 1124 3d av., Columbus, Ga. Wm. E. King, Sec., 24 Liberty st., West Savannah, Ga. CRY. VERMONT - John Holland, Chr., 17 Brown st., St. Albans, Vt. Fred Trudeau, Sec., Federal & Hoyt sts., St. Albans, Vt. CIV. NOR. - O. M. Hafty, Chr., 516 S. Shannon st., Van Wert, O. CHES. & OHIO - B. H. Thomas, Chr., Box 201, Clifton Forge, Va. B. L. Wesley, Sec., 1226 E. Winchester av., Ashland, Ky. C. H. & D. - L. P. Tolby, Chr., 217 No. Metcalf st., Lima, O. John W. Spencer, Sec., 226 Walcott st., Indianapolis, Ind. CHICAGO, INDIANA & SOUTHERN AND INDIANA HARBOR BELT. - Sam Taylor, Chr., 350 Dearborn av., Kansas City, Mo. J. D. Peppers, Sec., 164 Calumet ave., Hammond, Ind. CHICAGO GT. WESTERN ROAD - R. E. Kennedy, Chr., Mantorville, Dodge Co., Minn. C. L. Clark, Sec., Farle, Ia. C & N. W. - Robt. E. Hodson, Chr., 509 Elmors st., Escanaba, Mich. F. D. Glenn, Sec. & Treas., 1412 Boulevard, Sioux City, Iowa. C. I. & L. - Norman Byrn, Chr., 1115 E. Market st., New Albany, Ind. F. J. Bryant, Sec., 1728 Vinton st., La Fayette, Ind. COLO. & SOUTH. - S. A. Simpson, Chr., 3550 Steele st., Denver, Colo. W. H. Klett, Sec., 3818 Glipin st., Denver, Colo.

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A. Blankinship, Sec. and Treas., 1025 1/2 1stham st., Memphis, Tenn.

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A. L. Rambo, Sec., Henry Hall, Adline, Ohio.

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Addresses are same as location of Subdivision, unless otherwise noted.

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Mrs. Geo. Wilson, Pres., 1917 Adams st., Allegheny, Pa.
Mrs. JENNIE E. HOOMER, S. & T., 841 Moore ave., North Side, Chicago, Ill.

Business pertaining to Subdivisions including changes in Directory should be addressed to

Mrs. HARRY ST. CLAIR, Grand Secy., 1729 Market st., Logansport, Ind.

All orders from Subdivisions including address must be sent to the Grand Sec.

1—CRESCENT, CHICAGO, ILL., meets 1st & 3d Thursdays, 2 p. m., room 412 Masonic Temple, State st.

Mrs. P. J. CULPIN, Highland Park, Ill.
Mrs. Wm. Miller, 1730 Park ave., S. L. M. Hughes, N. 18 Springfield av.

2—SILVER LEAF, GRAFTON, W. VA., meets 2d & 4th Thurs., 2 p. m., K. of P. Hall.
Mrs. Hattie Martin, Walnut st., P. M. Farnsworth, 377 Warden av., S. Mrs. Cora E. Swisher, 823 Dewey av., W. Grafton.

3—DANER, ST. JOSEPH, MO., meets 2d & 4th Thursday, 2 p. m., Engineer's Hall, cor. 4th & Charles sts.
Mrs. W. J. Trent, 1404 S. 10th st., P. Mrs. W. R. Marshall, 2803 S. 11th st., S. Mrs. John Doyle, 1306 S. 9th st., P.

4—CHARITY, LOGANSPORT, IND., meets 2d & 4th Thursday, 2:30 p. m., T. B. H. Hall, Winfield Bk.
Mrs. Lizzie Eisenbise, 1827 Market st., P. Mrs. Harry St. Clair, 1729 Market st., S. Mrs. Howard Johnson, 827 16th st., I.

5—MRS. W. H. WILLIS, CHICAGO, ILL., meets 1st & 3d Wednesdays 2:30 p. m., in K. of P. Hall, 9231 Cottage Grove av.
Mrs. A. Moule, 244 91st st., S. Chicago, Ill.
Mrs. Stewart Gilkenson, 8575 Burnside ave., S. Mrs. N. Schilling, 2807 99th place., I.

6—DIAMOND, SISKIYOU, ILL., meets 1st & 3d Thursdays at 3 p. m., in K. of P. Hall, Exchange st.
Mrs. William H. McCannon, box 171, P. Mrs. Michael Kings., S. Mrs. Wm. Hull., S.

7—PEARL, GARRETT, IND., meets 1st & 3d Wed., at 2 p. m., in B. of L. E. Hall, Randolph st.
Mrs. O. E. Fitzgerald., P. Mrs. J. R. Gelhausen, 612 Randolph st., S. Mrs. H. A. Gard., I.

8—GRATIOT, PORT HURON, MICH., meets 2d & 4th Thursday, 2 p. m., Rutherford Hall, 2839 Cherry st.
Mrs. E. J. Waterworth, 245 E. Forrest st., P. Mrs. H. A. Rutherford, 2339 Cherry st., S. & I.

9—Y. E. REDELL, JACKSON, MICH., meets 2d & 4th Thursday, 2:30 p. m., B. L. E. Hall, Webb Bk., Mechanic st.
Mrs. G. L. Parshall, 501 Teneyok., P. Mrs. Allie Weillan, 424 N. Elm st., S. Mrs. Ada Bisbee, 219 Harris st., I.

10—HOPE, PEORIA, ILL., meets 2d & 4th Wednesday, 2:30 p. m., Society Hall, Observatory Bldg.
Mrs. Lella Anderson, 336 Faraday st., P. Mrs. Anna Hinman, 613 Oakland av., S. Mrs. Mary Moore, 706 Warner Av., I.

11—FLOWER CITY, ROCHESTER, N. Y., meets 2d & 4th Thursdays, 7:30 p. m., Odd Fellows Hall, Clinton st.
Mrs. Frances Heanling, 30 Orange st., P. Mrs. Sophia Burns, 1836 Main St., S. Mrs. Lucy F. Couch, 18 Bruck st., I.

12—F. C. WASHBURN, CHILLICOTHE, O., meets 2d & 4th Thursday, at 2 p. m., B. L. E. Hall, cor. Main & Mulberry sts.
Mrs. E. R. Roderick, 599 2nd st., P. Mrs. John R. Cadden, 323 E. Water st., S. Mrs. August Michaels, 540 E. 7th st., I.

13—UNITY, SAGINAW, E. S. MICH., meets 1st & 3d Wed., at 2:30 p. m., Lester Adam's Hall, cor. Warren & Potter Sts.
Mrs. M. Alexander, 886 N. Washington St., P. Mrs. Wm. Gehrie, 918 Fitzhugh av., S. Mrs. Wm. J. Tibblits, 1000 Bk. Tuscola St., I.

14—ECLIPSE, SPRINGFIELD, ILL., meets 2d & 4th Thursday, Odd Fellows Hall, cor. 4th & Monroe sts.
Mrs. W. R. Warner, 1818 No. 9th st., P. Mrs. W. C. Oconover, 2010 E. Washington st., S. Mrs. M. J. Barron, 645 N. 4th st., I.

15—ENTERPRISE, SPDALLIA, MO., meets 2d & 4th Wednesday, 2:30 p. m., in L. O. F. Hall, South Old st.
Mrs. Chas. Bore, 101 E. 10th st., P. Mrs. P. H. Finch, 609 W. 3rd st., S. Mrs. O. W. Goodwin, 302 W. 3rd st., I.

16—CLOVERLEAF, CHARLESTON, ILL., meets 2d & 4th Wednesday, 2 p. m., Odd Fellows' Hall, Sixth st.
Mrs. Emma Schukr, 811 Madison st., P. Mrs. E. E. Roebrough, 342 N. 7th st., S. Mrs. J. B. Scully, 120 Jackson st., I.

17—CRYSTAL, DETROIT, MICH., meets 1st & 3d Wednesday, 2:30 p. m., Elks' Temple, Monroe ave.
Mrs. T. Eashen, 181 Mt. Vernon av., P. Mrs. T. D. Bridge, 570 McMillan st., S. Mrs. Walter Smith, 97 Military av., I.

18—FRIENDSHIP, FT. WAYNE, IND., meets alternate Wednesdays, 2:30 p. m., in B. L. E. Hall, 1222 Calhoun st.
Mrs. Helen Carter, 624 Dewald st., P. Mrs. Clara A. Walker, 1811 Horace st., S. Mrs. Laura Durnell, 255 W. DeWald I.

19—GOOD WILL, HUNTINGTON, IND., meets 1st & 3d Wednesday, 2:30 p. m., in B. L. E. Hall, 9 Jefferson st.
Mrs. Angie Huffman, 12 Wilkerson st., P. Mrs. Mary E. Collins, 145 1st st., S. Mrs. M. E. Wyman, C. S. Jefferson st., I.

20—KEYSTONE, ALLEGHENY CITY, PA., meets 2d & 4th Thursday, 2 p. m., B. L. E. Hall, cor. Bidwell st. & Pennsylv. av.
Mrs. I. Bichey, 8546 College av., Pittsburg, Pa.
Mrs. J. W. Keys, 610 11th st., Beaver Falls, Pa., S. Mrs. Geo. Wilson, 1317 Adams st., I.

21—BETTER HALF, ATLANTA, GA., meets 2d & 4th Thurs., at 2:30 p. m., K. P. Hall, 8 Pryor st.
Mrs. Geo. D. Kitchens, 499 S. Pryor st., P. Mrs. Joe O. Henderson, 456 E. 1st st., S. Mrs. E. B. Andrus, 490 Capitol av., I.

22—SILVER STAR, GRAND RAPIDS, MICH., meets 1st & 3d Thu., 2 p. m., B. of L. E. Hall, cor. 3 Division & Spcamore st.
Mrs. Edna Bolts, 548 So. Division st., P. Mrs. Thos. Healey, 725 Fifth av., S. Mrs. Mary Platt, 762 Jefferson av., I.

23—FALL BROOK, CORNING, N. Y., meets 1st & 3d Wednesday 2 p. m. in Odd Fellows' Temple, E. Erie av.
Mrs. P. B. Ready, 141 Wall st., P. Mrs. Fred Bragg, 839 E. 1st st., S. Mrs. Jesse Newell, 65 E. 1st st., I.

24—GRAND RIVER, TRENTON, MO., meets 2d & 4th Tuesday, 2:30 p. m., B. L. E. Hall, Water st.
Mrs. Lizzie Haring, 400 Custer st., P. Mrs. Mae Adams, 231 Trenton av., S. Mrs. Woltha Collier, 308 College av., I.

25—ECLIPSE, BELLEVUE, O., meets alternate Thursdays, at 2 p. m., B. L. E. Hall, Kilbourne st.
Mrs. G. C. Mullen, 153 Harkness st., P. Mrs. G. F. Pullen, R. F. D. No. 4., S. Mrs. David Stetler, 400 E. Main st., I.

26—UNITY, DANVILLE, ILL., meets 2d & 4th Thursdays, at 2:30 p. m., in L. O. F. Hall, Vermilion st.
Mrs. W. H. Dowker, 207 Cannon st., Sta. B., P. Mrs. J. N. Powell, 14 Bramer ave., Sta. B., S. Mrs. A. S. Underdiner, 4 Stroupe st., Sta. B., I.

27—QUAKR CITY, PHILADELPHIA PA., meets alternat. Wednesdays, at 2:30 p.m., Davis Hall, 3830 Lancaster av.
Mrs. Frank Miller, 2822 Brown St., P.
Mrs. S. Pine, 3908 Fairmount av., S.
Mrs. Amelia Harvort, 3735 Lancaster av., S.
28—CHICAGO, ILL., meets 1st & 3d Tuesday, 2:30 p.m., 606 E. Hall.
Mrs. W. H. O'Brien, 705 E. 18th st., P.
Mrs. O. F. Kiefer, 400 Walnut st., S.
Mrs. A. W. Diley, 702 E. 21th st., S.
29—PRAMING CITY, TERRE HAUTE, IND., meets 1st & 3d Wednesday, 2:40 p.m., Swope Block, cor. 7th & Ohio sts.
Mrs. H. E. Jones, 245 9th St., P.
Mrs. G. E. Viqueux, 940 N. 9th St., S.
Mrs. W. O. Davis, 929 N. 9th st., S.
30—GOLDEN BEAL, PAINSON, VA., meets 1st & 3d Thursday, at 2:30 p.m., B. L. E. Hall.
Mrs. Carrie B. Doane, 1908 Washington st., S.
Mrs. H. D. Davis, 2401 Court st., S.
Mrs. F. H. Kroger, 1811 Chess av., I.
31—MARQUETTE, MARQUETTE, MICH., meets 1st & 3d Wednesday, 2:30 p.m., Keough's Hall, Washington st.
Mrs. J. Brown, 304 Adams st., P.
Mrs. A. Swinton, cor. Washington & 4th sts., S.
Mrs. W. D. Beany, 742 Bluff st., S.
32—FIDELITY, CONEAT, O., meets 1st & 3d Thurs., 2 p.m., Odd Fellows' Hall, Oulp Bk.
Mrs. M. C. Bulfinch, 130 Poplar st., P.
Mrs. Eliza Bartlett, 626 State st., S.
Mrs. E. C. Smith, 245 3th st., S.
33—MAGIC CITY, ROBERLY, MO., meets 1st & 3d Wednesday, 2 p.m., Stamm's Hall, cor. Reed & Williams st.
Mrs. H. Turner, 519 West Rollins st., P.
Mrs. J. H. Sims, 800 West Reed st., S.
Mrs. J. M. Conroy, 352 E. Rollins st., S.
34—COLUMBIA, MO., meets 1st & 3d Wednesdays, 2:30 p.m., in hall of F. Hall, cor. Union av. & O. st.
Mrs. Hattie A. Reilly, 517 E. Evans av., P.
Mrs. Emory B. Ash, 619 E. Routh av., S.
Mrs. Laura Elliott, 417 1/2 Santa Fe st., S.
35—GOOD CREEK, GREEN BAY, WIS., meets 2d & 4th Wed., 2:30 p.m., K. of P. Hall, cor. Main & Washington st.
Mrs. Chas. Baker, 716 Aahland av., S.
Mrs. J. H. McCourt, 301 Chestnut av., I.
36—SUBBAN, KANSAS, WIS., meet 1st & 3d Saturday, 2 p.m., B. L. E. Hall.
Mrs. Wm. Ford, 223 Seventh st., S.
37—CHENOSHOV, LITTLE ROCK, ARK., meets 2d & 4th Friday, at 2:30 p.m., O. R. O. Hall, 1000-12 Markham st.
Mrs. Chas. Seymour, 1100 North st., P.
Mrs. A. A. Dequire, 236 S. Cross st., S.
Mrs. Mary Mangie, 1413 W. 4th st., S.
38—AKRONER, HOBOKEN, N. J., meets 1st & 3d Wednesday, at 2:30 p.m., in Reinken's Hall, 127 Hudson st.
Mrs. A. C. Yard, 41 Roseville av., P.
Mrs. C. O. Taylor, 120 Ogden av., Jersey City, N. J., S.
Mrs. E. M. Empley, 329 4th st., Wob-hawken, I.
39—SUSLOWER, NEWTON, KAN., meets 1st & 3d Fridays 2:30 p.m., B. L. E. Hall, 507 1/2 Main st.
Mrs. Eugene A. Devoraux, 324 W. South 3d st., S.
Mrs. John Adams, 309 Plumb st., P.
Mrs. S. S. Huntington, 312 W. 3th st., S.
40—ANCHOR, CHICAGO, ILL., meets 3d & 4th Thursday, 2 p.m., in Franklin Hall, Fraternity Bldg., 70 Adams st.
Mrs. Elizabeth Coppess, 3545 Western av., S.
Mrs. Carrie A. Beardsley, 5312 Prairie av., S.
Mrs. M. L. Baxter, 3539 Washtenaw av., I.
41—CHIRSWELL, NEWARK, O., meet 1st & 3d Thursday, 2:30 p.m., B. of L. E. Hall, East Main st.
Mrs. L. L. Johnson, Webb st., P.
Mrs. L. E. McManus, 159 Elmwood av., S.
Mrs. Ona May, 608 1/2 st., S.
42—SUSSEX, SUSSEX, PA., meet 1st & 3d Thurs., 2:30 p.m., B. L. E. Hall.
Mrs. B. F. Hawk, 182 Spruce st., P.
Mrs. O. W. Fohn, 634 Susquehanna st., S.
Mrs. J. C. Fohn, 643 Fourth st., S.
43—COTTON STATE, MERIDIAN, MISS., meets 1st & 3d Wed., 2:30 p.m., B. of L. E. Hall, cor. 40th av. & 5th st.
Mrs. H. A. Mayes, 100335th av., 10th st., P.
Mrs. R. T. Gilmore, 4012 South st., S.
Mrs. Henry Schlager, 4018 South st., I.
44—PERSEVERANCE, SLATER, MO., meets 1 & 3 Thursday, 2 p.m., Masonic Hall, Main St., Cor. 2nd St.
Mrs. Geo. Jacques, cor. 2nd & 3rd St., S.
Mrs. Lulu Briggs, lock box 57, S.

62—MRS. W. F. HALLSTAD, SCRANTON, Pa., meet 1st & 3d Wed., 2:30 p.m., in Odd Fellow Hall, 209 Wyoming av.
Mrs. Thos. Colman, 662 N. Hyde Park av.
Mrs. John S. Loomis, 126 So. Hyde Park av.
Mrs. Thos. Toomey, 217 Fairview av. I

63—KNEALD, DODGE CITY, KAN., meets 1st & 3d Thursday, Masonic Hall
Mrs. Carrie Bainbridge..... P
Mrs. Maggie A. Shaw, lock box 18, Fort Dodge, Kans..... S & I

64—SPRINGFIELD, SPRINGFIELD, MO., meets 2d & 4th Thursday, 2:30 p.m., K. of P. Hall, E. Commercial st.
Mrs. W. A. Noleman 1838 Robertson av. P
Mrs. J. C. DuBucque, 1360 Summit av. S
Mrs. Mary Ketchum, 1619 Clay St. I

65—GRN OF THE ROCKIES, LANANIE, WY., meets 1st & 3d Thursday, 2:30 p.m., in Odd Fellows Hall.
Mrs. David Reid, 319 Fremont st. P
Mrs. Hugh White, 301 Fremont st. S
Mrs. Thos. Hickson, 709 S. 6th st. I

66—HELPING HAND, CLINTON, ILL., meets 2d and 4th Thursdays at 2:30 p.m. in Red Men's Hall.
Mrs. Ella Robinson, 802 E. Main st. P
Mrs. Rose Turley, 617 E. Johnson st. S
Mrs. Mame Gallagher, 618 N. Madison st. I

67—ROCK CASTLE, CREWE, VA., meets 1st and 3d Friday, Masonic Hall.
Mrs. John Carlin..... P
Mrs. M. C. Chesnam..... S
Mrs. E. W. James..... I

68—CAPITAL CITY, ALBANY, N. Y., meets 1 & 3 Friday, 2:30 p.m., Chancellor Hall, 67-69 Pearl st.
Mrs. John Yater, 332 Madison av. P
Mrs. Carrie Van Dyke, 22 Buchanan st. S
Mrs. Chas. Wriker, 26 Garfield Pl. I

69—CONERATH VALLEY, CONERATH, PA., meets 2d & 4th Thur., 2:30 p.m., Baeh's Hall, Main st.
Mrs. O. R. McDowell, Fourth st. P
Mrs. J. P. Lutz, Greive st. S
Mrs. John Hoy, Second st. I

70—LOVE STAR, BIG SPRING, TEX., meets 1st & 3d Wednesdays, 3 p.m., in E. of P. Hall.
Mrs. J. Weir..... P
Mrs. H. A. Elliott, P.O. box 272..... S
Mrs. W. Bird..... I

71—STRAWBERRY QUEEN, CENTRALIA, ILL., meets 1st & 3d Thur., 2:30 p.m., B. L. E. Hall.
Mrs. E. Shepherd, 153 Hamm Blvd. P
Mrs. H. Torgerson, 332 Sycamore st. S
Mrs. Kate Pixley, 614 W. Broadway. I

72—FORGET-NE-NOT, OGDENSBURG, N. Y., meets 2d & 4 Thursday, at 2:30 p.m. in I. O. O. F. Hall.
Mrs. L. W. Williams, 78 Patterson st. P
Mrs. J. H. Chilton, 72 Morris st. S
Mrs. J. A. Horton, 111 Jay st. I

73—GRN CITY, DAYTON, O., meets 2d & 4 Thursday, 2:30 p.m., Hollinscamp Hall, Jefferson st.
Mrs. P. Fairman, 2325 E. 3d st. P
Mrs. E. Wolf, 24 Flagg st. S
Mrs. Joe Stockman, 119 Kirkman st. I

74—CLEAR CREEK, WINSLOW, ARIZ., meets 2d & 4th Thursday, 2:30 p.m., in Elks Hall.
Mrs. Cora Walcott..... P
Mrs. E. Henderson..... S
Mrs. Lee W. Morrison..... I

75—ATHLETIC, POTTSVILLE, PA., meets 2d & 4th Thursday, 2 p.m., P. O. S. of A. Hall, N. Centre st.
Mrs. H. E. Wilson, 506 E. Northwood st. P
Mrs. N. Hunter, 107 N. George st. S
Mrs. F. McGovern, 429 W. Washington st. I

76—LOYALTY, CHICAGO, ILL., meets 2d & 4th Wed., 2 p.m., in Metropolitan Hall, cor. 44th ave. and Harrison st.
Mrs. H. M. Stettler, 2217 Congress st. P
Mrs. D. J. Kichroy, 481 S. 4th av. S
Mrs. Walter Graves, 501 S. Taylor av. I
Oak Park, Ill.

77—CASSELL, MURKIDA VILLE, PA., meets 1st & 3d Wednesday, 1:45 p.m., in I. O. O. F. Hall, cor. Chalmers and American av.
Mrs. Geo. Bebout, Minton st. P
Mrs. J. O. Trullinger, Bergman st. S & I

78—TOPPEKA, TOPPEKA, KAN., meets 1st & 4th Friday, 3 p.m., in K. & L. of S. Hall, 701 Kansas av.
Mrs. Will Sherman, 701 Jefferson st. P
Mrs. Mary G. Manker, 429 E. Euclid av. S
Mrs. Mary Fuller, 626 Madison st. I

79—P. & EVANS, BOSTON, MASS., meets 1st & 3d Wednesday, 2 p.m., B. L. E. Hall, 154 Canal st.
Mrs. D. Boyie, Box 576, Ayer Mass. P
Mrs. F. A. Allen, 8 School st., Charlestown, Mass..... S
Mrs. T. L. Wilkins, 22 Fearless st., Lynn, Mass..... I

100—MOUSAC TUNNEL, MECHANICSVILLE, N. Y., meets 1st & 3d Thursday, 7:30 p.m., in Mrs. Walter's Home.
Mrs. C. N. Pilling, N. Main st. P
Mrs. P. T. Doyle, 112 S. 2d st. S & I

101—GARDEN CITY, MISSOURI, MO., meets 1st & 3d Wed., 2:30 p.m., I. O. O. F. Hall, Higgins av.
Mrs. M. L. Case, 428 N. 1st st. P
Mrs. Edmond Wardle, 538 N. 4th st. S
Mrs. W. G. Marshall, 620 F. 4th st. I

102—ROCKY MOUNTAIN, EVANSTON, WY., meets 1st & 3d Tuesday, 2:30 p.m., Degree of Honor Hall.
Mrs. Lizzie Baden..... P
Mrs. W. H. Barley..... S
Mrs. B. Gutting..... I

103—GULFPORT, GULFPORT, MISS., meets 1st & 3d Thursday, 2:30 p.m., S. O. of L. E. Hall.
Mrs. Jas. Currie, 1709 21st av. P
Mrs. B. L. Hughes, 10th st. & 38th av. S
Mrs. J. G. Neno, Beech Point..... I

104—GOLDEN STATE, LOS ANGELES, CAL., meets 1 & 3 Thur. 2 p.m., at Walker Theatre Bldg., 730 So. Grand av. P
Mrs. R. W. Newell, 2929 Darrow av. P
Mrs. G. F. Manthel, 536 1/2 So. Daly st. S
Mrs. Mary Wyatt, 789 1/2 Towne av. I

105—STEENROD, BRIDGEPORT, OHIO, meets 2 & 4 Thurs., 2 p.m., Heinrich Hall.
Mrs. Nora Brady, Hamilton st., Bel. laire, Ohio..... P
Mrs. John Seidwitz, Bridgeport, O. S
Mrs. Andrew Tolmie, 433 35th st., Bel. laire, O..... I

106—MRS. LELAND STANFORD, SAN FRANCISCO, CAL., 2d & 4th Tues., 2:30 p.m., Masonic Hall, 2668 Mission st.
Mrs. Henry Hader, 169 Lexington av. P
Mrs. Belle Bushnell, 311 Frederick st. S
Mrs. E. E. Stewart, 203 Howard st. I

107—CHARTER OAK, HARTFORD, CONN., meets 1st & 3d Tuesday, 2:30 p.m., G. A. R. Hall, Cheney Bldg., 935 Main st. P
Mrs. Lee Smith, 227 Albany av. P
Mrs. W. Van Benschoten, 22 Liberty st. S
Mrs. J. A. Brennan, E. Hartford, Conn. I

108—GILBERT A. McLEAN, SALT LAKE CITY, UTAH, meets 2d & 4th Fri., 2 p.m., in Eagles Hall, cor. 2d South and 1st West st.
Mrs. C. M. Husbands, 23 Short Line av. P
Mrs. Minnie Gane Coleman, 4 Banks Court..... S
Mrs. Emma Flemming, 215 So. 8th West st. I

109—WYOMING VALLEY, WILKESBARR, PA., meets 2d & 4th Wednesday 2 p.m., G. A. R. Hall.
Mrs. Chas. Dove, 129 Spring st., Pitts- ton..... P
Mrs. Wm. Conway, 130 So. Grant st. S
Mrs. Thos. Cole, 221 Timpan st. I

110—ORIOLE, BALTIMORE, MD., meets 1st & 3d Wednesday, 2:30 p.m., Claggetts Hall, 614 N. Fremont st.
Mrs. J. B. Smith, 621 E. 20th st. P
Mrs. Frank Hall, 618 E. 21st st. S
Mrs. Alice Metcalfe, 1042 Clifton Pl. I

111—MISS ELIZABETH E. FITZGERALD, MARTINSBURG, W. VA., meets 2d & 4th Tuesday, 3 p.m., K. of P. Hall, cor. Queen & Burke st.
Mrs. A. O. Armstrong, 121 N. Center st. P
Mrs. L. B. Brooks, 65 Winchester st. S
Mrs. Lizzie Brantner, 307 Euclid st. I

112—WEST PHILADELPHIA, PHILADELPHIA, PA., meet alternate Thurs., 2:30 p.m., Davis Hall, 8394 Lancaster av.
Mrs. Geo. Miller, 821 Brown st. P
Mrs. G. L. Bloomingdale, 623 Jeffer- son st. S
Mrs. Harry Mateer, 542 Merion av. I

113—PROTECTION, DEN MOINES, IA., meets 1st & 3d Tuesday, I. O. O. F. Hall, 613 W. Locust.
Mrs. A. P. Fowler, R. F. D. No. 6..... P
Mrs. M. E. Wiley, 1846 E. Grand av. S
Mrs. J. E. Platter, 315 Howe st. I

114—BELLEVUE, ST. ALBANS, VT., meets 1st & 3d Wed. 2:30 p.m., B. L. E. Hall.
Mrs. Geo. E. Taylor, 11 Upper Weldon st. P & I
Mrs. Harry Palmer, 16 Bishop st. S

115—COLUMBIA, WASHINGTON, D. C., meets 2d & 4th Thursday, 2 p.m., McCauley's Hall, 209 Penna. av. S. E.
Mrs. Mary J. O. Criste, 508 Virginia av. S. E.
Mrs. F. Monaghan, 2008 York Rd., Baltimore, Md. I

116—COLUMBUS, COLUMBUS, O., meets 1st & 3d Thursday, 2 p.m., Hildreth Hall, cor. Hildreth av. & 20th st.
Mrs. Margaret Gallagher, 550 St. Clair av. P
Mrs. Mary Dickerson, 1018 E. Longat. S
Mrs. Mary Roach, 1170 Hildreth av. I

117—MRS. C. L. RRETT, CUMBERLAND, MD., meets 2d & 4th Thursday, 1:30 p.m., I. O. O. F. Hall, Center st.
Mrs. Carrie McKenzie, 151 No. Cen- ter st. P
Mrs. Ella Rafter, 186 Virginia av. S
Mrs. Alice Smith, 199 Grand ave. I

118—WHAT CREEK, PROVIDENCE, R. I., meets 2d & 4th Wednesday, 2:30 p.m., Rhode Island Hall, 27 Westminster.
Mrs. J. Kelley, 94 Wyndham av. P
Mrs. G. I. Buteau, 11 Hugless st. S
Mrs. Walter Rochford, 64 Walnut st., East Providence, R. I. I

119—SYMPATHY, RUTLAND, VT., meets 2d & 4th Wednesday, 2:30, W. R. O. Hall, Merchant's Row.
Mrs. E. L. Pelsne, 76 Plain st. P
Mrs. Wm. Green, 98 Plain st. S
Mrs. D. Mahoney, 104 Forest st. I

120—UNION, CARRODALE, PA., meets 1st & 3d Wednesday, 2:30 p.m., Cambrian Hall, cor. 7th av. & Church st.
Mrs. J. P. McCawley, 28 River av. P
Mrs. G. H. Dimock, 18 Chestnut av. S & I

121—WILLING WORKERS, KASTON, PA., meets 1st & 3d Wed. in Vanderveer Hall, cor. 9th and Washington st.
Mrs. Anna Ketchledge, 404 Nesque- honing st., South Easton, Pa. P
Mrs. Alice Stubblebine, 1158 Waving- ton st. S
Mrs. J. Bennett, 921 Butler st. I

122—J. M. GINSKY, MILLVALE, PA., meets 1st & 3d Thurs., 2 p.m., 121 Ohio st.
Mrs. Geo. England, 8 Butler st. P
Mrs. J. E. Cavanaugh, 169 45th st. S
Mrs. William White, 121 Ohio st. I

123—VALVERDA, RATON, N. M., meets 1st and 3d Thurs., 2:30 p.m., K. of P. Hall.
Mrs. Augusta Snell, N. 3d st. P
Mrs. C. N. Perkin, 630 N. 10th st. S
Mrs. C. L. Palmer, 216 N. 3d st. I

124—G. W. STEVENS, HINTON, W. VA., meets 1st & 3d Wednesday, 2:30 p.m., at Plumley and Puckett Hall, 2nd ave.
Mrs. W. A. Saunders..... P
Mrs. W. T. Lipscomb, 221 4th av. S
Mrs. A. G. Fredeking..... I

125—MRS. W. E. HOYT, ST. PAUL, MINN., meets 1st & 3d Wednesday, 2 p.m., Odd Fell's Hall, cor. 5th & Wabasha.
Mrs. E. H. Moody, 87 E. 10th st. P
Mrs. Nellie E. Needham, 651 St. An- thony av. S
Mrs. A. B. Smith, 98 Sycamore st. I

126—HAMILTON, PARKERSBURG, W. VA., meets 2d & 4th Thursdays, 2:30 p.m., in I. O. O. F. Hall.
Mrs. Henrietta Wilson, 844 Mary st. P
Mrs. R. W. Baker, 1018 Georget st. S
Mrs. J. F. Dougherty, 1403 Spring- field st. I

127—GEO. F. WILSON, HORTON, KAN., meets 1st & 3d Thurs, 3 p.m., K. of P. Hall.
Mrs. Lydia Kilmer, Box 577..... P
Mrs. Maud Towers, Box 636..... S
Mrs. Ida Kirk..... I

128—MONTENAL, INDIANAPOLIS, IND., meets 1st & 3d Thursday, B. L. E. Hall, Mass. av. & New York st.
Mrs. Wm. Weaver, 217 Park View av. P
Mrs. F. M. Simms, Tacoma Flat & Tacoma ave. S
Mrs. J. S. McKibbin, 1411 E. Wash- ington st. I

129—JUSTICE, AUGUSTA, GA., meets 2d & 4 Wed., 3:30 p.m., Red Men's Hall, Jackson st.
Mrs. H. Zeigler, 449 Calhoun st. P & I
Mrs. E. E. Clary, 333 Calhoun st. S

130—MRS. W. E. INGALLS, COVINGTON, KY., meets 2d & 4th Thursday, 2 p.m., in Post Bldg., Madison ave., between 4th and 5th sts.
Mrs. J. E. Fairhead, 1537 1/2 Greenup st. P
Mrs. G. E. Teyman, 26 McCoy av. S
Mrs. H. E. Gregory, 1638 Greenup st. I

131—FOREST CITY, LONDON, ONT., meets 1st & 3d Tues., 3:30 p.m., A. O. F. Hall, Dundas st.
Mrs. Jane Holt, 169 Wortley rd. P
Mrs. G. Truitt, 220 Burrell st. S
Mrs. Geo. Morgan, 612 Colborne st. I

122—MRS. W. B. CULLEY, LOUISVILLE, KY., meets 2d&4th Tuesdays, 2:30 p.m. in Liberty Hall, Walnut st., between 2d & 3d sts.

Mrs. J. D. Pettigall, 584 W. Brooklyn-ridge st. P

Mrs. J. W. Shanklin, 2001 Maple st. S

Mrs. Pat Cain, 1280 Kentucky st. I

123—MAY FLOWER, PITTSBURGH, KAN., meets 1st & 3d Thursday, 2 p.m. in L. O. F. Hall, West side.

Mrs. Eliz. Neider, 1808 N. Grand st. P

Mrs. Bird H. Reed, 1903 N. Elm st. S

Mrs. Rosella Reeves, 210 E 14th st. I

124—MAPLE CITY, HONOLULU, N. H., meets alternate Tuesdays at 7:30 p. m. in B. L. E. Hall, 137 Main st.

Mrs. Geo. A. Badgley, 32 Genesee st. P

Mrs. J. M. Hadden, 7 Collier st. S

Mrs. William Hood, 343 Canisteo st. I

125—ROSWELL MILLER, LA CROSSE, WIS., meets 1st & 3d Tuesdays, at 2 p. m. B. L. E. Hall, Calcaedonia st.

Mrs. James O'Brien, 1493 Kane st. S

Mrs. Henry Beyer, 1622 Kane st. S

Mrs. Anna Taylor, 815 Rose st. L

126—MIZFAH, HOWELL, IND., meets 2d & 4th Wednesdays, 2 p. m. in Clemmons Hall, Barker av.

Mrs. Christina Gymer, 106 Cumber-land st. P

Mrs. E. Laswell, 200 Arlington av. S

Mrs. Martha Sutter, Delmar av. I

127—BLUE MOUNTAIN, HARRISBURG, PA., meets 1st & 3d Thursday, 2 p.m. Mankin Hall, 1741 6th st.

Mrs. J. H. Fleck, 919—3d st. P

Mrs. Alonzo Martin, 621 Menich st. S

Mrs. L. Kennedy, 1929 N. 2nd st. I

128—STAR OF 1890, EL PASO, TEXAS, meets 1st & 3d Wednesdays, 2:30 p.m. K. of P. Hall, Main av.

Mrs. W. F. Schoonmaker, 621 Boule-vard st. P

Mrs. Dodie Frothro, 1707 Wyoming st. S

Mrs. Margaret McGinnis, 617 Pros-pect st. I

129—BUNDOCK, GREENSBORO, PA., meet 2d&4th Wed. 2:30 p.m. I. O. O. F. Hall

Mrs. J. W. Gilchrist, 202 Alexander st. P&I

Mrs. J. M. McInnes, Ridge Way st. I

130—SHANDY MAGUIRE, TUSCUMBIA, ALA., meets 2d & 4th Thursdays, 2 p.m. Masonic Hall.

Mrs. S. J. Anderson. P

Mrs. J. A. Keys. S & I

131—DELAWARE, PHILIPSBURG, N. J., meets 2d & 4th Thursdays, B. L. E. Hall. P

Mrs. John Tencilia, 24 Forester st. P

Mrs. Geo. Johnson, 208 Mercer st. S

Mrs. Allen Dodd, 82 Chambers st. I

132—VESTA, DENNY, PA., meets 1st and 3d Thursdays, 2 p.m., in L. O. O. F. Hall, Chestnut st.

Mrs. John Brown. P

Mrs. M. B. Bridge. S

Mrs. William Robb. I

133—CUNASITH, ELKHART, IND., meets 1st & 3d Thursday, 2:30 p.m. B. L. E. Hall, 614 S. Main st., 2d floor.

Mrs. Mary Dibble, 608 2d st. P

Mrs. Cora B. Orran, 144 Division st. S

Mrs. Martha McWilliam, 618 State st. I

134—FRANKLIN, DENNY, WYO., meets 1st & 3d Thursdays, 2:30 p. m., Fraternal Hall, Ferguson st.

Mrs. W. E. McNulty, 808 W. 24th st. P

Mrs. F. W. Dudley, 210 E. 19th st. S

Mrs. J. V. Ellis, 2122 Evans st. I

135—CONVENTION CITY, BUFFALO, N. Y., meets 1st & 3d Mondays, 7:30 p.m., in Leland Hall, 609 Walden av.

Mrs. J. D. Cooper, 963 Lovejoy st. P

Mrs. George Seitz, 89 Burgard pl. S

Mrs. Wm. Caudel, 1907 Bailey av. I

136—SPRING CITY, FOND DU LAC, WIS., meets 1st & 3d Thursdays, G. A. B. Hall, Main st.

Mrs. W. R. Schell, 86 West Division st. P

Mrs. M. M. Lamp, 307 Bannister st. S

Mrs. I. K. Ellison, 270 E. 2d st. I

137—WELCOM, ANHEIM, LA., meets 1st & 3d Thursday, 2:30 p.m. B. of L. E. rooms, cor. Main & Center sts.

Mrs. G. H. Momeyer, 817 West st. P

Mrs. Percy Brown, 634 West st. S

Mrs. Mary Hall, 108 Station st. I

138—ALPINE LEAF, KANSAS CITY, MO., meets 2d & 4th Thursdays, 2 p. m., in Pyramid Hall, 1609 Penn av.

Mrs. Ohas. Irish, 2024 Jefferson st. P

Mrs. E. L. Milton, 2924 Mercer st. S

Mrs. W. Herriman, 2400 Wabash st. I

139—MRS. ROBERT GUYLER, CHRYSTON, IA., meets 1st & Wed. 2:30 p.m. B. of L. E. Hall, cor. 10th & 4th st.

Mrs. Claude Nichols, 1209 S. 7th st. P

Mrs. D. L. Stamm, 714 S. 6th st. S

Mrs. O. E. Goodwin, 794 Stockholm st. I

140—MORALITY, KANSAS CITY, KAN., meets 1st & 3d Wednesday, 2 p.m., in College Hall, 730 Central av.

Mrs. H. B. Souder, 308 Pacific av. P

Mrs. J. F. Kohn, 615 Tenny av. S

Mrs. J. O. Denison, 229 S. 7th st. I

141—THE BELLE BELLE PLAINE, IA., meets 1st & 3d Tuesdays, 2:30 p. m., Red Men's Hall, 12th st.

Mrs. Edward Striley. P

Mrs. Geo. Baxter. S

Mrs. F. T. Murray, 308 Sixth st. I

142—LILAC, ARGENTINE, KS., meets 2d & 4th Thursday, 2 p.m., Masonic Hall.

Mrs. Frances B. Hurley, 221 S. Olive st. P

Mrs. J. Hovland, 50 S. 7th st. S

Mrs. Jennie Herrick, S. 7th st. I

143—MRS. T. F. FOWLER, MIDDLETOWN, N. Y., meets 1st & 3d Wednesday, 2:30 p. m., Odd Fellows' Hall, North st.

Mrs. Jos. Kelsey, 324 Broad st. P

Mrs. Thos. O'Farrell, 140 Cottage st. S

Mrs. J. R. Ellenberger, 56 Grand av. I

144—W. S. WELLS, SPOKANE, WASH., meets 2d & 4th Thursday, 2:30 p.m. State Armory Hall, cor. 2d & McClelland sts.

Mrs. J. T. Campbell, 1911 Gardner av. P

Mrs. J. J. Bigger, E. 428 Indiana av. S

Mrs. Christina Stewart, E. 212 2d st. I

145—GOLDEN RULE, KASHA, N. H., meets 1st & 3d Tuesday, 2 p. m., Mechanics' Hall.

Mrs. J. Frank Cook, 110 S. State st., Concord, N. H. P

Mrs. E. A. Collins, 18 Fairmont st. S

Mrs. E. A. Parker, 14 Harvard st. I

146—OAKLAND, OAKLAND, CAL., meets 1st & 3d Wednesday, 2 p. m., Fraternity Hall, cor. 7th & Peralta sts.

Mrs. D. M. Collier, 1714 12th st., West Oakland.

Mrs. W. Thompson, 1836 12th st., West Oakland.

Mrs. S. S. Gardner, 1814 8th st. I

147—RHODODENDRON, BELLWOOD, PA., meets 2d & 4th Thurs., 2 p.m. Tucka-hoe Hall, bet. 12th & 18th, West Side.

Mrs. Geo. Baker. P

Mrs. Thos. Houston. S&I

148—KEOSHO VALLEY, CHANUTE, KAN., meets 2d & 4th Thursdays, 2:00 p.m. Workman Hall, Main st.

Mrs. Hannah Parker, 632 So. High-land av. P

Mrs. Geo. Coleman, 623 S. Lincoln av. S

Mrs. Vina Parks, 1204 S. Evergreen av. I

149—STURGES, MEMPHIS, TENN., meets 2d & 4th Wed., 2 p. m., Odd Fellows Hall, Cor. Main & N. Court st.

Mrs. W. H. Wright, 392 McLamore av. P

Mrs. J. M. Bruno, 273 Woodridge av. S

Mrs. J. Haines, 240 Maryland av. I

150—PRUDENCE, MURPHYSBORO, ILL., meets 2d & 4th Wednesday, 2:30 p. m. K. of O. Hall, 11th st.

Mrs. Jno. Delano, 1820 Pine st. P

Mrs. Rollo Thornton, 2015 Pine st. S

Mrs. Jas. Benson, 446 16th st. I

151—MAPLE LEAF, TORONTO, ONT., CAN., meets 1st & 3d Wed., 2 p.m., Occident Hall, cor. Queen & Bathurst sts.

Mrs. John Ross, 237 Crawford st. P

Mrs. D. J. Kerr, 229 Gerrard st., E. Toronto. S

Mrs. Heron, 22 Carville st. I

152—MEADOW CITY, LAS VEGAS, N. M., meets 1st & 3d Thursday, 2 p.m., Fraternal Broth'nd Hall, Grand av.

Mrs. E. B. Reed, 510 Main st. P

Mrs. E. O. Oulter, 303 Grand av. S

Mrs. J. Kirk, 212—9th st. I

153—MRS. J. A. FILLMORE, DUNSMITH, CAN., meets 1st & 3d Tuesday, 2 p. m. at Brunetters Hall.

Mrs. Anna Micanter. P

Mrs. Lucy A. Campbell. S

Mrs. F. M. Williams. I

154—GOLDEN GRAIN, SIOUX CITY, IOWA, meets 1st & 3d Wednesday, 2 p.m., Odd Fellows' Hall, 4th st.

Mrs. F. M. Morgan, 5283 wassey blkt 4th st. P

Mrs. E. A. Litta, 810 Virginia st. S

Mrs. Clarence Wells, 1350 Jennings st. I

155—LAKE, CHICAGO, ILL., meets 1st & 3d Tuesday, 2 p.m., Garfield Hall, 6444 Wentworth av.

Mrs. Geo. L. Bodley, 629 W. 55th st. P

Mrs. John Landgraf, 422 Garfield Blvd. S

Mrs. Theo. Lowe, 4437 Princeton av. I

156—FLOYD VALLEY, SIOUX CITY, IA., meets 1st & 3d Thursday, 2 p. m., Odd Fellows Hall, 4th st.

Mrs. Frank Newbrow, 901 Virginia st. P

Mrs. F. M. Gibbs, 1009 13th st. S

Mrs. Jennie M. Gardner, 118 Rustin av. I

157—SNOW DROP, GALLON, O., meets 2d & 4th Thursday, 2 p. m., Foresters Hall, So. Market st.

Mrs. W. G. Richard, 32 S. Market st. P

Mrs. Ida Knaus, 528 Orange st. S

Mrs. Emily Smythe, 417 S. Union st. I

158—L. S. COPPIN, PT. JUDGE, IA., meets 2d & 4th Fridays, 2 p. m., K. O. Hall, Central av.

Mrs. Fred Peterson, 325 4th av. S. P

Mrs. F. B. Buga, 324 S. 8th st. S

Mrs. O. W. Beresford, 1602 First av. I

159—CLERAH, BIRMINGHAM, ALA., meets 1st & 3d Wed. 2:30 p. m., B. of L. E. Hall, 1924 1st av.

Mrs. J. Van Arsdale, 710 S. 20th st. P

Mrs. J. Kaffer, 625 S. 23d st. S

Mrs. Julia Beamish, 1810 6th av. N. I

160—TUNQUICK, ALBANY, NEW YORK, meets 1st & 3d Wednesday, 2 p. m., Odd Fellows Hall, 317 4th st.

Mrs. John Finner, 412 Broadway. P

Mrs. Edwin Souer, 216 S. Arno st. S

Mrs. John Butler, 717 East st. I

161—SUNSHINE, RICHMOND, QUE., meets 1st & 3d Thursday, 2:30 p. m., Odd Fellows' Hall.

Mrs. Geo. Pearson, Box 96. P

Mrs. P. Thompson, P. O. box 100. S

Mrs. Fred Driver, Box 29. I

162—RIVERSIDE, BALTIMORE, MD., meets 2d & 4th Wed. at 2:30 p.m. in Friend-ship Hall, 125 Montgomery st.

Mrs. Little Marsh, 1515 Webster st. P

Mrs. E. Donnelly, 17 S. Glenside st. S

163—MRS. J. J. HILL, BAINBRIDGE, WIS., meet 2d&4th Wed. 2 p.m. I. O. O. F. Hall

Mrs. Geo. Bertram, 417 So. Broad-way. P & I

Mrs. O. T. Dubois, First st. S

164—MRS. ROBERT M. OWEN, EVANSVILLE, IND., meets 1st & 3d Friday, 2:30 p.m., Evans' Hall, cor. 8th & Locust st.

Mrs. Schuyler Steinmetz, 1302 E. Vir-ginia st. P

Mrs. Robert Skinner, 1801 E. Michi-gan st. S

Mrs. Kate Farrow, 1001 Chestnut st. I

165—WISCONSIN VALLEY, ABERDEEN, WIS., meets 2d & 4th Thurs. 2:30 p. m. in Maccabee Hall, Main st.

Mrs. H. E. Spaulding. P

Mrs. O. A. Perry. S

Mrs. Owen Hughes. I

166—PRIDE OF CHATTANOOGA, CHATTA-NOOGA, TENN., meets 2d & 4th Wed., 2 p.m. KofP Hall, cor. 8th & Locust st.

Mrs. Andy Moore, 1111 11th st. P

Mrs. W. F. Hetzler, 1106 E. 10th st. S

Mrs. Isaac Pennybaker, 906 E. Mont-gomery av. I

167—ELLA MISON, NEW HAVEN, CONN., meets 2d & 4th Thursday, 2:30 p. m., in Odd Fellows' Hall, 3rd Crown st.

Mrs. Geo. Fessenden, 34 Howard st. P

Mrs. J. J. Tracy, 299 Columbus av. S

Mrs. Geo. H. Withersell, 80 First st. I

168—MRS. C. F. LONG, MASSILLON, O., meets 2d & 4th Wednesday, 2 p.m., B. L. E. Hall, W. Main st.

Mrs. Nellie M. Burkhardt, Gen. Del. P

Mrs. A. Brady, 188 W. 4th st. S

Mrs. H. L. Gordon, 1314 E. Fremont st., Canton, O. I

169—LORAIN, E. ST. LOUIS, ILL., meets 1st & 3d Tuesdays, 2 p. m., Eagles' Hall, 209 W. 5th st.

Mrs. Geo. Simpson, cor. 4th st. and Bond av. P

Mrs. W. B. Bowman, 812 Market st. S

Mrs. Hattie Kirby, 702 Converse av. I

170—MRS. MARGARET E. CROCKER, SAC-RAMENTO, CAL., meets 1st & 3d Wed., 2:00 p.m., I. O. O. F. Hall.

Mrs. J. E. Doran, 921 1st st. P

Mrs. A. W. Clements, 914—22d st. S

Mrs. G. W. McCoy, 24104 K st. I

171—NIGHTLARK, DENISON, TEX., meets 2d & 4th Wednesday, 2 p. m., in O. B. O. Hall, Main st.

Mrs. T. Z. Williams, 431 W. Heron st. P

Mrs. W. H. McCune, 405 W. Sears st. S

Mrs. Jennie Finley, 220 W. Heron st. I

172—THE LEVER, MINNEAPOLIS, MINN., meets 1 & 3 Thursdays, at 2:30 p.m., Richmond Hall, cor. 6th st. & 8d av.

Mrs. J. E. Ramsey, 219 9th st. S

Mrs. Doris M. Skog, 19 Second st. N. S

Mrs. Stella Murphy, 2324 11th av. So. I

173—ALERT, EAGLE GROVE, ILL., meets 1st & 3d Wednesdays, 2:30 p.m., Ma-sonic Hall, Broadway.

Mrs. M. Ramer. P

Mrs. A. M. Meeker. S

Mrs. P. Rankin. I

174—PROSPERITY, DENVER, COLO., meets 2d & 4th Wednesday, 2:30 p. m., in Eighth av. Bldg., West 8th av. & Inca st.

Mrs. D. W. Johnston, 1016 Klarnath st. P

Mrs. Geo. H. Scott, 1042 Clarkson st. S

Mrs. R. Kelly, 341 S. 10th St. I

- 185-SUPERIOR, SUPERIOR, WIS., meets 2d & 4th Thursday, 8 p.m., Odd Fellows Hall, cor. 12th st. & Ogden av. Mrs. Harry Adams, 1217 14th st. P Mrs. Harry White, 1322 Banks ave. S Mrs. M. Riley, 1801 N. 18th st. I
- 190-ALABAMA, MOBILE, ALA., meets 1st & 3d Tuesday, 8 p.m., Y.M.C.A. Hall, Mrs. A. Ash, 848 S.W. Warren st. E. P. Mrs. L. L. Collier, 411 S. Conception st. S
- 197-J. D. REECHER, AUSTIN, MINN., meets 2d & 4th Tuesdays, 7:30 p.m., German Hall, Bridge st. P Mrs. B. M. Haseltine, N. Railway st. P Mrs. Frank Underhill, 207W. Mill st. S Mrs. J. Shook, 511 E. Water st. I
- 198-STAR OF NINETY-THREE, JACKSON, TENN., meets 1st & 3d Thursday, 8 p.m., K. of P. Hall, Main st. P Mrs. J. O. Gregory, 762 E. Chester st. P Mrs. J. H. Edwards, 226 Stoddert st. S Mrs. B. L. Hayley, 516 N. Royal st. I
- 199-PROSPECT, CAMDEN, N. J., meets alternate Thursdays, 2:30 p.m., Wilder's Hall, cor. 5th & Pine sts. Mrs. Nellie A. Parker, 706 E. 1st st. P Mrs. M. L. Connelly, 527 S. 5th st. S & I
- 199-SERFER FIDELITY, WATERLOO, IA., meets 1st & 3d Wed. 8 P. O. E. Hall, P Mrs. Jno. G. Griffin, 821 High st. P Mrs. Geo. A. Wheeler, 433 Cascade Pl. S Mrs. P. R. Griffin, 221 High st. I
- 191-EASTER, 1894, WATER VALLEY, MINN., meets 1st & 3d Wednesday, 8 p.m., I. O. O. F. Hall, Main st. P Mrs. Emma Kirby. P Mrs. Arthur H. Mills, Box 365. S Mrs. Ida Kennedy. I
- 192-VENUS, CHICAGO, O., meets 2d & 4th Thursday, 2 p.m., B. of L. E. Hall, Mrs. Harry Miller, 148 Moten st. P Mrs. J. E. Cogley, Hayes st. S Mrs. F. Hartman, 172 N. Main st. I
- 193-1 WILL, CHICAGO, ILL., meets 2d & 4th Wed. 2 p.m., Netherwood Hall, Mrs. M. D. Conners, 508 S. Robey st. P Mrs. Harry M. Johnson, 1097W. 18th st. S Mrs. Geo. Stofft, 628 S. Paulina st. I
- 194-PANST, CLEBURNE, TEX., meets 1st & 3d Thurs. 2:30 p.m., in K. of P. Hall, Mrs. H. O. Moore, 207 S. Wilhite st. P Mrs. J. J. Martin, cor. Brown & Caddo sts. S Mrs. A. B. Woodward, 708 E. Chambers st. I
- 195-CACTUS, CHADRON, NEB., meets 1st & 3d Wed. 2:30 p.m., Eagle Hall, Mrs. Laura E. Weymouth. P Mrs. W. M. Cooley. S Mrs. W. A. Graham. I
- 196-TEXAS PRIDE, LONGVIEW, TEX., meets 2d & 4th Thursday, 10 a.m., B. of R. T. Hall, P Mrs. Ella Hansen. P Mrs. Attie Miller. S Mrs. Mary Wilcox, R. R. Marshall, Tex. I
- 197-COTTON BELT ROSE, TYLER, TEX., meets 2nd & 4th Tuesday, 2:30 p.m., W. O. W. Hall, College st. P Mrs. Walter Hemphill, 504 W. Bow st. P Mrs. Sam Meyers, 400 Oscar st. S Mrs. Jas. Pounds, East Common st. I
- 198-DORPIAN, SCHENECTADY, N. Y., meets 2d & 4th Friday, 2 p.m., Odd Fellows Hall, P Mrs. John B. Weekes, 9 Ross Road. P Mrs. A. Graper, 4 N. Wendell av. S Mrs. Wm. Teller, 382 Schenectady st. I
- 199-HARBELL, H'CONOR, MISS., meets 1 & 3 Wed. 7 p.m., Masonic Hall, P Mrs. O. W. Harrell. P Mrs. J. F. Harris. S Mrs. W. L. Munn. I
- 200-BRADFORD, NORTH PLATTE, NEB., meets 1st & 3d Tuesdays, 8 p.m., in I. O. O. F. Hall, P Mrs. Ida Tarkington, 221 E. 8th st. P Mrs. Lydia Douglas, 408 W. 6th st. S Mrs. Sarah Strahorn, 109 W. 2d st. I
- 201-COMMUNIFAI, JEMSEY CITY, N. J., meets 2 & 4 Weds., 2:30 p.m., Masonic Hall, cor. Pacific ave. and Maple, P Mrs. M. Ahern, 186 Hopkins av. P Mrs. A. M. Klein, 304 Woodward st. S Mrs. E. Toney, 22 La Tourette Place, Bayonne, N. J. I
- 202-BEAVER, POINT EDWARDS, ONT., meets 1st & 3d Wednesday, 2:30 p.m., I.O.O.F. Hall, P Mrs. Tustin McAlpine, 133 Shepherd st., Sarnia, Ont. P Mrs. R. J. Weaver, 129 Crawford st., Sarnia, Ont. S Mrs. Isabella Jones, 181 Johns st., Sarnia, Ont. I
- 203-MRS. MILTON B. STOVER, H'NECH-ENB, W. VA., meets 2d & 4th Weds. 7 p.m., Old School Hall, 7th st. P Mrs. B. E. Hannan. P & I Mrs. Homer Gaskell. S
- 204-STAR OF NINETY-FIVE, OLEAN, N. Y., meets 1st & 3d Wednesday, 8 p.m., in Knights of Honor Hall, Union st. P Mrs. T. F. Greenan, 184 4th st. P Mrs. J. M. Dailey, 109 4th st. S Mrs. Louise Anderson, 126 S. 3d st. I
- 205-PINETREE, HENDERSON, NEB., meets 2d & 4th Wednesday, 2:30 p.m., in Foresters Hall, P Mrs. M. J. Spaulding. P Mrs. H. E. Rogers. S Mrs. J. Humphreys. I
- 206-BORDER CITY, LAREDO, TEX., meets 2d & 4th Thurs. 3:00 p.m., K. of P. Hall, Houston st. P Mrs. Mary Sweeney, Washington st. P Mrs. Annie Scott, 1604 W. Victoria st. S & I
- 207-J. I. M'KENNY, BONTOMBERY, ILL., meets 1st & 3d Thurs. 2:30 p.m., in Eagle & Beavers Hall, Madison av. P Mrs. C. J. Wicker, 506 Columbus st. P Mrs. G. G. Green, 512 Columbus st. S Mrs. T. J. Cowell, 615 Jefferson st. I
- 208-PRIDE OF THE SOUTH, VICKSBURG, MISS., meets 1st & 3d Tuesday, 2 p.m., K. of P. Hall, P Mrs. F. Herron, 525 Washington st. P Mrs. Kate Herbert, 506 Speed st. S
- 209-MINNEHAHA, HELROSE, MINN., meets 1st & 3d Friday, 2:30 p.m., K. of P. Hall, P Mrs. Mary Zins. P Mrs. Geo. Britslus. S Mrs. John Barrett, Wilmar, Minn. I
- 210-NECKLEBURG, GREENVILLE, S.C., meets 2d & 4th Wednesday, 8 p.m., in B. of L. E. Hall, P Mrs. C. M. Martin, 327 W. Washington st. P Mrs. Chas. Jeffreux, R. F. D. No. 1, Box 46. S Mrs. J. W. Winn, 106 Pine st. I
- 211-INVINCIBLE, BLUEFIELD, W. VA., meets 2d & 4th Thursday, 2:30 p.m., G. A. B. of L. E. Hall, P Mrs. Geo. C. Bailey, Box 605. P Mrs. F. M. Bennett, 102 Princeton av. S Mrs. W. T. Douthett, 305 Marshall st. I
- 212-SPRING VALLEY, ELLIS, KAN., meets 1st & 3d Weds. 8 p.m., A. O. U. W. Hall, P Mrs. Elizabeth Yoder. P Mrs. Laura Kyrner. S Mrs. S. J. Holman. I
- 213-CANADA, OTTAWA, ONT., meets alternate Wed., at 3 p.m., in Canadian Foresters Hall, 15 O'Connor st. P Mrs. I. Johnson, 79 Hawthorne av. P Mrs. R. W. Bortrell, 605 Wellington st. S & I
- 214-MRS. C. D. HAMMOND, ONEONTA, N. Y., meets 2d & 4th Thursdays, 2:30 p.m., G. A. B. Hall, Main st. P Mrs. Edward Hornshu, 28 High st. P Mrs. A. B. Hotelling, 30 High st. S Mrs. R. A. Gault, Worcester, N. Y. I
- 215-C. W. BRADLEY, UNION HILL, N. J., meets 2d & 4th Tuesdays Masonic Hall, Fulton st. P Mrs. Geo. Hegeman, Ridgely Park, N. J. P Mrs. O. King, 119 Bergenline av. S Mrs. Walter Regendahl, 310 Bergenline ave. I
- 216-C. S. VANDENBERG, VALLEY JUNCT., IA., meets 2d & 4th Wednesday, 2 p.m., Fraternal Hall, P Mrs. S. E. Taylor, Box 66. P Mrs. Lillian Humphrey. S Mrs. Ed Kelly, 3d st. I
- 217-BESSNER, ALBION, PA., meets 1st & 3d Wednes. 2 p.m., I. O. O. F. Hall, P Mrs. R. F. Irwin. P Mrs. S. R. Miles. S Mrs. W. E. Ross. I
- 218-DUBUQUE, DUBUQUE, IA., meets 2d & 4th Weds. 2 p.m., B. L. E. Hall, 20th st. P Mrs. A. R. Brewster, 1065 Bluff st. P Mrs. A. Woodward, 1767 Jackson. S Mrs. P. Prinity, 729 Bluff st. I
- 219-OLYMPIA, WILKINSBURG, PA., meets 1st & 3d Tuesdays, at 2 p.m., in Duquesne Hall, P Mrs. Geo. Berry, 642 Trenton st. P Mrs. E. J. Suter, 615 Kelly av. S Mrs. T. F. Hillgrove, 4406 Davidson st., Pittsburg, Pa. I
- 220-DES MOINES RIVER, ELDOR, IOWA, meets 1st & 3d Tues. 2 p.m., K. of P. Hall, P Mrs. Lena Wilson. S Mrs. Reva Germer, Box 313. S Mrs. S. A. Millard. I
- 221-CENTENNIAL, NASHVILLE, TENN., meets 1st & 3d Monday, 2 p.m., Odd Fellows Hall, cor. Church & High, P Mrs. J. E. Henson, 200 Henson av. P Mrs. C. A. Hewitt, 241 N. 1st st. S Mrs. Geo. Rea, 1311 Grundy st. I
- 222-GOLDEN HEART, NORFOLK, VA., meets 2d & 4th Tuesday, 2 p.m., Pythian Hall, Brambleton av. P Mrs. D. P. Cousins, 608 N. Marshall av. P Mrs. W. B. Tunstall, 114 W. Ligonhigh av. P Mrs. W. L. Burton, 608 Beecroft av. I
- 223-WONETT, WONETT, MO., meets 1st & 3d Thurs. 2:30 p.m., Cambles Hall, Broadway, P Mrs. J. W. Ruggles. P Mrs. L. E. Galloway. S Mrs. J. M. Mulihall. I
- 224-KENESON, WORCESTER, MASS., meets 2d & 4th Thursday, 2 p.m., Castle Hall, 405 Main st. P Mrs. Hattie E. Moore, 28 Painest st. P Mrs. A. H. Hubbard, 517 Grove st. S Mrs. T. B. Wardwell, 1145 Hammond st. I
- 225-PRIDE OF FLORIDA, PENSACOLA, FLA., meets 1st & 3d Tuesday 3:00 p.m., I.O.O.F. Hall, West Graden st. P Mrs. J. L. Hall, 506 E. Jackson st. P Mrs. F. C. Suarez, 1020 E. S Mrs. W. H. Caro, 915 E. Jackson st. S
- 226-FLICKWIR, PRIDE, HAGERSTOWN, MD., meets 1st & 3d Thurs. 2 p.m., Western Masonic Temple, S. Potomac st. P Mrs. E. Steinmetz, 128 E. Baltimore st. P Mrs. W. N. Fleigle, 201 Elizabeth av. S Mrs. J. Mulliken, 619 W. Franklin st. I
- 227-GOLDEN CHAIN, FORT SCOTT, KAN., meets 1st & 3d Wednesday, 2:30 p.m., in W. O. W. Hall, P Mrs. Maude Spafford, 119 S. Hill st. P Mrs. Ida Bowman, 112 Arthur st. S Mrs. Mattie Gilpin, cor. B'way & Oak st. I
- 228-VIRGINIA, RICHMOND, VA., meets 1st & 3d Thurs. 10:30 a.m., Lee Camp Hall, East Broad st. P Mrs. C. F. Conley, 1410 Porter st., Manchester, Va. P Mrs. E. C. Cobean, 615 W. Cary st. S Mrs. Cora Giesendorfer, 613N 8th st. I
- 229-MRS. WM. M'KEEVER, SR., ESCANABA, MICH., meets 1st & 3d Thurs. 2 p.m., B. of L. E. Hall, Ludington st. P Mrs. Stanley Tyrrell, 616 Charlotte st. P Mrs. Josephine Slaughter, 602 cor. Tweedy and Elmors sts. S Mrs. W. Drake, 607 S. Fannv st. I
- 230-STAR AND CRESCENT, BUFFALO, N. Y., meets 2 & 4 Thurs., 2 p.m., Wagner's Hall, cor. Jefferson & Eagles, P Mrs. Joseph Wales, 516 Eagle st. P Mrs. C. O. Fish, 347 Mass. av. S Mrs. Mary Miller, 661 Eagle st. I
- 231-JEWEL, MILWAUKEE, WIS., meets 2d & 4th Wednesday, 2 p.m., Odd Fellows Hall, 200 W. Wisconsin av. P Mrs. C. A. Anderson, 425 Cass st. P Mrs. L. W. Rodgers, 3408 Mt. Vernon av. S Mrs. F. Mills, 3012 St. Paul av. I
- 232-BUFFALO, BUFFALO, N. Y., meets 2d & 4th Wednesday, 2:30 p.m., in Boyer's Hall, cor. Seneca & Elm sts. P Mrs. M. Watkins, 510 S. Division st. P Mrs. Kate Frost, 510 S. Division st. S Mrs. A. Eastman, 197 N. Division st. I
- 233-ORIENTAL, HANOK, NE., meets 1st Thurs. & 3d Wed., 2:30 p.m., A. O. H. Hall, P Mrs. Irving A. Turner, 71 James st. P Mrs. R. E. Penny, 260 Hammond st. S Mrs. T. F. Cowan, Waterville, Me. I
- 234-NEW YORK CITY, NEW YORK CITY, N. Y., meets 1st & 3d Thurs. 2 p.m., 12th Ward Bank Bldg., Lexington av. & 124th st. P Mrs. E. Doyle, 248 Parker st., Newark, N. J. P Mrs. G. A. Siedman, 512 Trinity av. S Mrs. E. O. Baker, 23 N. Washington st., Jamaica. I
- 235-HELEN GOULD, OSAWATOMIE, KAN., meets alternate Tuesdays, 2 p.m., in Eagle Hall, Main st. P Mrs. Geo. E. Punahon. P Mrs. R. B. Patterson. S Mrs. J. W. Weber. I
- 236-OAK LEAF, CHICAGO, ILL., meets 2d & 4th Thurs. 2 p.m., Garfield Hall, 2022 Madison st. P Mrs. F. Reubam, 15 S. 43d av. P Mrs. E. E. Merrill, 2004 West 28th av. S Mrs. Arthur Jewell, 2083 Carroll av. I
- 237-CLARA BARTON, OGDEN, UTAH, meets 1st & 3d Tuesday, 2 p.m., K. of P. Hall, 24th st. P Mrs. E. Tomaek, 2336 Madison st. P Mrs. M. Shields, 2641 Washington st. S Mrs. Emma J. Hinley, 517 22d st. I

322--HOHONA, MADISON, WIS., meets 2d & 4th Tuesday, 2:30 p.m., Memorial Hall, Monona ave.
Mrs. Crawford S. Wilbur, 323 W. Mil-
lin st.
Mrs. H. B. Gleason, 217 W. Gilman st.
Mrs. John Harrington, 336 W. Main st.
323--KENTUCKY, LOUISVILLE, KY., meets
alternate Thursdays, at 2:30 p.m., in
Liberty Hall, W. 4th st.
Mrs. K. W. Crisler, 772 7th st.
Mrs. Lula Grady, 4729 Grand Blvd.
Mrs. J. A. Tighe, 1321 W. Broadway.
324--SUNNY SOUTH, JONESBORO, ARK.,
meets 1st & 3d Wednesday, 2 p.m., in
Masonic Hall, Main st.
Mrs. M. R. Carson, 107 N. Bridge st.
Mrs. Julia Henderson, 216 Oak ave.
Mrs. F. Killcrease, 226 N. Bridge st.
325--SAN XAVIER, TUCSON, ARIZ., meets
2d & 4th Tuesday, 2:30 p.m., Odd Fel-
lows Hall, Congress, 408 E. 16th st.
Mrs. Anna Skinner, 408 E. 16th st.
Mrs. D. M. Lowry, 438 S. 6th ave.
Mrs. Emma Deits, 406 S. 6th ave.
326--COLUMBINE, RASALT, COLO., meets
1st & 3d Tuesdays 2:30 p.m., I.O.O.F.
Hall.
Mrs. Addie Rhodes.
Mrs. Sadie Stillier.
Mrs. W. P. Bates.
327--SHILEY HEIGHTS, SAN BERNAR-
DINO, CAL., meets 2d & 4th Thursday,
2:30 p.m., Davis Hall.
Mrs. W. Somerville, 325 G st.
Mrs. J. E. Neale, 1404 First st.
Mrs. L. E. Jackson, 278 F st.
328--MANILA, BROOKLYN, N. Y., meets
2d Mon., 2:30 p.m., at 4th Mon., 7:30 p.m., Penn-Fulton Hall, Pennsylvania
av. & Fulton st.
Mrs. John Gallico, 519 56th st.
Mrs. G. W. Brown, 306 5th st.
Mrs. J. D. Grimm, 271 Van Siclen av.
329--TREMBA, 80TH CHICAGO, ILL.,
meets 2d & 4th Fridays at 2 p.m., in
Sherman Hall, 9138 Commercial av.
Mrs. J. Weatherstone, 372 91st st.
Mrs. W. French, 9127 Houston st.
Mrs. G. E. Chettick, 518 71st place.
330--CARNATION, JOLIET, ILL., meets
2d & 4th Thurs., 2 p.m., Castle Hall.
Mrs. Geo. Sulzer, 114 Park av.
Mrs. W. P. Middleton, 114 Virginia st.
Mrs. W. M. Ball, 106 Second av.
331--RED RIVER VALLEY, GRAND
FORKS, N. DAK., meets 1st & 3d
Thursday, 2:30 p.m., N. of F. Hall.
Mrs. Anna Anderson, 711 8d st.
Mrs. John R. Johnston, 114 6th st.
Mrs. S. Fero, 513 Alpha av.
332--PROCTOR, PROCTOR, MINN., meets
1st and 3rd Weds., 2:30 p.m., Town
Hall.
Mrs. Milo H. Briggs.
Mrs. Frank Burke.
333--UNION OF 1900, SYRACUSE, N. Y.,
meets 1st & 3d Thursday, 2 p.m., in
B. of L. E. Hall, cor. Seymour & Os-
wego sts.
Mrs. T. Welch, 134 N. Geddes st.
Mrs. J. F. Wier, 484 Burnett av.
Mrs. L. N. Ootter, 409 S. Geddes st.
334--GEN OF THE OCEAN, BARKER'S
HARBOR, STATEN ISLAND, N.Y., meets
2 & 4 Thursdays, at 2:30 p.m., at 76
Bush av.
Mrs. Thos. Steele, Broad st., Staple-
ton, Staten Island.
Mrs. E. E. Gossard, 1249 Tinton av.
New York City.
335--TEXAS, HOUSTON, TEXAS, meets
1st & 3d Mon. 3 p.m., I.O.O.F. Hall.
Mrs. A. Deits, 1717 Brook st.
Mrs. R. O. Rutherford, 2120 Summer st.
Mrs. H. Hoffman, 2117 Crockett st.
336--TWENTIETH CENTURY, DECATTE,
ILL., meets 2d & 4th Wednesday, 2:30
p.m., Engineers Hall, N. Water st.
Mrs. Blanch E. Cowles, 912 N. Mor-
gan st.
Mrs. Rosalie Welsh, 978 E. Eldorado
st.
Mrs. M. Humphrey, 322 N. Morgan st.
337--NEW CENTURY, PHILADELPHIA, PA.,
meets 2 & 4 Thurs., 2 p.m., Girard
Assembly Hall, cor. 9th & Girard av.
Mrs. Jas. McKenney, 3316 Gratz st.
Mrs. Frank Welton, 2119 N. 3d st.
Mrs. Wm. Dalton, 3260 Belgrade st.
338--BIWAATHA, DENISON, TEX., meets
1st and 3d Thursdays 2:30 p.m. in
O. R. C. Hall, 217 N. E. 12th st.
Mrs. W. D. Reece, 307 S. Barrett st.
Mrs. C. F. McComas, 210 E. Texas st.
Mrs. T. J. Williams, 900 W. Owing st.

339--NORTH WESTERN, MILWAUKEE,
WIS., meets 1st & 3d Tuesday, 2:30 p.m.,
Shubert Hall, Milwaukee st.
Mrs. I. G. Harriman, 374 Prospect ave.
Mrs. Homer Case, 361 1st av.
Mrs. R. C. Langworthy, 167 Detroit st.
340--RAY STATE, BOSTON, MASS., meets
2d & 4th Friday, 2 p.m., Commercial
Hall, 634 Washington st.
Mrs. F. H. Palmer, Matamoras Mass.
Mrs. F. H. Jones, 367 4th st. S. Boston,
Mass.
Mrs. T. T. Landon, 179 Pearl st.,
Somerville, Mass.
341--LYNN CAMP, CORBIN, KY., meets al-
ternate Wednesdays at 1:30 p.m. in
Masonic Hall, Main st.
Mrs. E. O. Ebersole.
Mrs. R. B. Johnson.
Mrs. J. O. Eirik.
342--FALLS CITY, LOUISVILLE, KY.,
meets 1st & 3d Monday, 2:30 p.m., in
Lewis Hall, 311-313 2d st.
Mrs. F. B. Knoderer, 620 N. 29th st.
Mrs. P. E. Knoderer, 512 N. 29th st.
Mrs. M. J. Carroll, 652 N. 26th st.
343--CASCO BAY, PORTLAND, ME., meets
1 & 3 Thurs., 2:30 p.m., Rossini Hall,
80 Exchange st.
Mrs. O. B. Willis, 548 Washington av.
Mrs. L. L. Bowker, 37 Morse st.
Mrs. Frank M. Huf, 724 Washington
av., Woodford, Me.
344--MAGNOLIA, AMERICUS, GA., meets
2d & 4th Wed., 2:30 p.m., in B. of L.
E. Hall, Forsythe st.
Mrs. E. J. Sheahan, Lee st.
Mrs. E. O. Ryals, Brannon av.
Mrs. J. L. Ross, Lee st.
345--A. E. CURTIS, PORTLAND, ORE.,
meets 1st & 3d Tuesday, 2 p.m., in
Alley Hall, 3d and Morrison st.
Mrs. Geo. J. Foster, 791 Commercial
st.
Mrs. J. A. Randall, 1445 Seilwood st.
346--WHITE CITY, CHICAGO, ILL., meets
1st & 3d Wed., at 2 p.m., Droun
Home, 502 Union av.
Mrs. E. J. Starr, 5004 Union av.
Mrs. T. Drouin, 5151 Union av.
347--BRIGHT STAR, MONTELEONE, O.,
meets 2d & 4th Thurs., 2 p.m., I. O.
O. F. Hall, Main st.
Mrs. Elmer Keener.
Mrs. S. C. Hall.
Mrs. John Lavinger.
348--VANDERBILT, NEW YORK CITY, N. Y.,
meets 1st & 3d Tuesday, 12th Ward
Bank Bldg., Lexington & 125th st.
Mrs. Samuel Webster, 30 Sherwood
av., Ossining, N. Y.
Mrs. R. E. Lawrence, 415 E. 157th st.
Mrs. Edward P. Davis, 119 S. Wash-
ington av., White Plains, N. Y.
349--OLIVE BRANCH, SAVANNAH, GA.,
meets 2d & 4th Thurs., at 3:30 p.m.,
in K. of P. Hall, York & Brainerd st.
Mrs. E. Sellers, 215 W. Huntingdon st.
Mrs. E. E. Rodgers, 309 Barnard st.
Mrs. M. E. Pierce, 305 W. 26th st.
350--W. W. WILLIAMS MEMORIAL, ROCK
ISLAND, ILL., meets 2d & 4th Wednes-
days, at 2 p.m., in Engineers' Hall.
Mrs. Jas. Carl, 325 23d st.
Mrs. T. L. Haddick, 2325 5th av.
Mrs. H. E. Pratt, 2304 6th av.
351--SUMMIT OF THE ROCKIES, WHITE
FISH, MONT., meets 1st & 3d Wednes-
day, 8 p.m. in Masonic Hall.
Mrs. O. H. Brawley.
Mrs. R. S. Eberly.
352--RAMONA, COLORADO CITY, COLO.,
meets 2d & 4th Wednesdays, 2:30
p.m., in K. of P. Hall N. 4th st.
Mrs. Thos. Brazil, 1513 Grant st.
Mrs. P. M. Harding, 222 Jefferson st.
Mrs. A. G. Pack, 823 Colo. av. Colorado
Springs, Colo.
353--THOSAND ISLAND, BROCKVILLE,
ONT., meets 1st & 3d Wednesday 2 p.m.,
B. of L. E. Hall.
Mrs. J. Pearce.
Mrs. W. W. Bramley, box 48.
Mrs. Geo. Olendinning, box 148.
354--TWO CITY, BRISTOL, TENN., and
VA., meets 2d & 4th Thursdays, 3 p.m.,
Masonic Hall, Virginia st.
Mrs. Geo. W. Cecil, 328 Mary st.
Mrs. W. A. Davis, 13 Mary st.
Mrs. M. S. Groseclose, 710 Highland av.
355--FAITHFUL FEW, NEW FRANKLIN,
MO., meets 1 & 3 Fridays, 2:30 p.m., in
K. of P. Hall.
Mrs. H. S. Russell.
Mrs. J. H. Easley.
Mrs. J. R. Quinn.

356--LONG ISLAND, JAMAICA, L. I., N. Y.,
meets 1 Tues. at 2 p.m. and 3 Tues.
at 7:30 p.m., in Fraternity Hall,
Harriman ave.
Mrs. Leo Brozy, 78 Smith st.
Mrs. J. L. Forbell, 150 E. 4th st., L. I.
City, N. Y.
Mrs. Geo. Hare, 47 Jefferson av.,
Richmond Hill.
357--GRAND VALLEY, GRAND JUNCTION,
COLO., meets 2 & 4 Tues. 2:30 p.m.,
in Odd Fellows' Hall.
Mrs. M. H. Flynn, 346 Ouray av.
Mrs. E. B. Rogers, 368 Ouray av.
Mrs. Geo. Gordon, 438 E. 4th st.
358--UNION CITY, ST. PAUL, MINN., meet
2 & 4 Thurs. at 2:30 p.m., in Macon-
bee Hall, cor. 6 & Roberts sts.
Mrs. J. H. Anderson, 3228 Sherburne av.
Mrs. A. H. Wales, 805 15th av. N.
Minneapolis, Minn.
Mrs. J. Higdon, 661 Burr st.
359--MRS. J. C. SILEY, BRADFORD, PA.,
meet 1st & 3d Tuesday, 2 p.m., Malta
Hall, 9 Main st.
Mrs. E. E. Kerns, 112 Maplewood st.
Mrs. J. B. Baker, 322 South av. S. 61
360--MRS. GEO. W. WEST, CARBONDALE,
PA., meets 1st & 3d Thurs., 2 p.m., W.
W. Watt Hall, cor. Salem & Main
sts.
Mrs. J. M. Peck, Ohlida, Pa.
Mrs. Allen Monroe, 157 Belmont st.
Mrs. R. A. Craft, 32 Richmond st.
361--CITY BY THE SEA, AT PORTS-
MOUTH, VA., meet 1st & 3d Tues. 2 p.m.,
Knights of Columbus Hall, High st.
Mrs. R. G. Payne, 315 Maryland av.,
Port Norfolk.
Mrs. J. S. Query, cor. Emmet &
Green sts.
Mrs. F. T. Beasley, 100 N. Cooke st.
Park View.
362--CLEVELAND, AT CLEVELAND, O.,
meets 2d & 4th Thurs., 2 p.m., Mer-
rell's Hall, cor. W. 25th & Carroll av.
Mrs. W. T. Smith, 1242 E. 84th st.
Mrs. M. Kayle, 2513 Scranton road.
Mrs. N. Cummings, 2097 Fulton st.
363--MARIGOLD, DELPHOS, O., meets
alternate Thursdays 2 p.m. in G. I.
A. Hall, North Main st.
Mrs. Lucy Drolet, 184 E. 6th st.
Mrs. Emma Washburn, 201 E. 5th st.
Mrs. Clara Fuller, 635 N. Main st.
364--PARK CITY, BOWLING GREEN, KY.,
meets 1st & 3d Thursday, 2:30 p.m., in
Red Men's Hall, cor. State and
Main sts.
Mrs. J. O. Carroll, Kentucky st.
Mrs. Wm. Lundy, Woodford st.
Mrs. W. A. Stevens, cor. Woodford &
Clay sts.
365--GREEN RIVER, GREENFIELD,
MASS., meets 1st & 3d Weds., 2 p.m.,
Forester's Hall, Bank Row.
Mrs. F. E. Hall, Deerfield st.
Mrs. F. E. Whitcomb, 2 Beech st.
Mrs. F. E. Ball.
366--BAILEY F. WAGGONER, ATCHISON,
KAN., meets 1st & 3d Tuesday, 3 p.m.,
I.O.O.F. Hall, cor. 5th & Kansas
ave.
Mrs. Emma F. Pausch, 917 Santa Fe
st.
Mrs. Mary E. Thomas, 514 Riley st. S. 61
367--SELMA, SELMA, ALA., meets 1st
& 3d Tuesday, 3 p.m., R. R. Y. M. C.
A. Alabama st.
Mrs. Jas. Fitzgerald, 909 Sylvan st.
Mrs. Frank Hutchins, 132 Selma st.
Mrs. W. M. Thomas, 340 Alabama st.
368--BATTLE CREEK, BATTLE CREEK, MICH.,
meets 1st & 3d Wednesday, 2:30 p.m.,
B. of L. E. Hall, Upton Bk.
Mrs. John Condon, 42 Beech st.
Mrs. Fred Parker, 38 Beech st.
Mrs. O. M. Leedy, 352 Cliff st.
369--TAROMA, TACOMA, WASH., meets
2nd and 4th Fridays, 2 p.m., in I. O.
O. F. Hall, cor. E. 25th and C sts.
Mrs. G. H. Miller, 371 East 27th st.
Mrs. B. E. Allen, 4022 E. J st.
Mrs. J. H. Salley, 4214 S. Yakima st.
370--STAR OF MEXICO, SAN LUIS PO-
TORI, MEX., meet 1st & 3d Wed. 3 p.m.,
G.I.A.H. Hall, 4th Artilleria No. 12.
Mrs. Luis Dunbar, 1a Esperanza No.
4.
Mrs. Jas. Tobin, 2A Cabrera, 6.
Mrs. J. D. Kennedy, 2A Cabrera, 8.
371--APPLE BLOSSOM, MENA, ARK.,
meets 2d & 4th Tues. at 2:30 p.m., in
Toben Hall, Fifth st.
Mrs. E. E. Covert, 1307 W. Port Ar-
thur st.
Mrs. L. Scarborough, 602 10th st.
Mrs. J. McKenna.

398—RED ROCK, SAPULPA, OKLA., meets 2d and 4th Thursdays, 7:30 p. m., in Fraternity Hall, Main st.
Mrs. Wm. Tull. P
Mrs. E. L. Gardner. S
Mrs. W. C. Betts, 717 E. Lee av. I

399—SUNLIGHT, PEKEE, IND., meets 1 & 3 Thursdays, 2:30 p. m., B. of L. E. Hall, Broadway and Main st.
Mrs. Anna Barker, 309 W. Main st. P
Mrs. Katie Whisler, 214 W. 7th st. S
Mrs. Ida Wolf, 366 W. Boulevard st. I

400—FREEPORT, FREEPORT, ILL., meets 2d & 4th Weds. 2:30 p. m. I. O. O. F. Hall.
Mrs. J. W. Meyer, 111 Galena st. P
Mrs. Chas. Reiger, 108 Carroll st. S
Mrs. A. L. Wheeler, 141 Washington st. I

401—STAR OF NINETEEN HUNDRED AND THREE, DENNISON, O., meets 2d & 4th Thursday, 2 p. m., Woodmen's Hall, cor. Grant & 2d st.
Mrs. Lena Mae Miller av. P
Mrs. E. M. Young, Woodland st. S
Mrs. Mary Brown, N. 4th st. I

402—SYRACUSE, SYRACUSE, N. Y., meets 2 & 4 Tuesdays, 2 p. m., Ramon Hall
Mrs. N. Gardiner, 114 Oswego st. P
Mrs. Charles G. Andrews, 232 Meridian av. S
Mrs. C. F. Farrar, 111 Hawthorne av. I

403—ED. H. KEATH, HOISINGTON, KAN., meets 2d and 4th Saturday, at 2:30 p. m., in Masonic Hall.
Mrs. N. B. Scrogins. P
Mrs. Mary Heath. S
Mrs. O. H. Young. I

404—ROYAL OAK, TOLEDO, O., meets 2d and 4th Thursdays, in K. of P. Hall.
Mrs. Kathryn Brandt, 1508 Oak st. P
Mrs. Mary Nunneville, 777 E. Woodville st. S
Mrs. May Royer, 212 Farnett st. I

405—TWIN RIVER, KNOXESHA, KAN., meets 1st & 3d Mondays at 2:30 p. m. in Pierce's Hall, Main st.
Mrs. Edd Gray. P
Mrs. F. J. Baker. S
Mrs. M. W. Lansdown, 7 Iowa st. I

406—STAR OF THE SOUTH, SHREVEPORT, LA., meets 1st & 3d Mondays at 2 p. m., 1724 Texas av.
Mrs. M. A. Folzeta, 1921 Parker av. P
Mrs. A. E. Mitchell, 1639 Barrie st. S
Mrs. W. F. C. Gibson, 1714 Allen av. I

407—ALEXANDRA, HAMILTON, CANADA, meets 2d & 4th Wednesdays 2:30 p. m. in A. O. F. Hall, James st.
Mrs. W. Pitt, 30 Pearl st. P
Mrs. W. F. Bains, 238 Bay st. S
Mrs. H. Dickhout, 336 So. Locke st. I

408—H. S. BRYAN, TWO HARBORS, MINN., meet 1st and 3d Thurs. 2:30 p. m., in Masonic Hall.
Mrs. Susan Woodfill. P
Mrs. Cora Holmes. S
Mrs. Chas. Bonham. I

409—W. A. M'GONAGLE, DULUTH, MINN., meet 1st and 3d Fridays, 2:30 p. m., in Columbia Hall, W. 20th av. and Superior st.
Mrs. H. H. Scoble, 3405 W. 4d st. P
Mrs. J. A. McLaugh, 1823 Piedmont av. S
Mrs. Alfred Dahl, 319 21st av. W. I

410—TRIO - AMARILLO, TEXAS, meets 2d & 4th Thursday 2 p. m., K. of P. Hall, Polk st.
Mrs. Henry Blake, 305 Lincoln st. P
Mrs. A. B. Zook, 410 Johnson st. S
Mrs. Lenora Blake, 305 Lincoln st. I

411—PRIDE OF 475 FRITHVILLE, TEXAS, meets 2d & 4th Wednesdays, at 8 p. m., K. of P. Hall.
Mrs. D. Hart. P
Mrs. G. Hyson, box 324. S & I

412—PANHANDLE, DALHART, TEX., meets 1st & 3d Thursdays, 2:30 p. m., in B. of L. E. Hall.
Mrs. J. B. McKickle, P. O. box 217. P
Mrs. E. H. Walling, P. O. box 492. S
Mrs. J. W. Bilton. I

413—WAYNE, RICHMOND, IND., meets 1st & 3d Tuesdays, 2:30 p. m., in I. O. O. F. Hall, cor. 8th and Main st.
Mrs. Fred C. Powers, 3717 N. C. st. P
Mrs. L. H. Kluter, 1722 North B st. S
Mrs. J. E. Manford, 218 N. 16th st. I

414—P. M. ARTHUR, OMAHA, NEB., meets 2nd & 4th Wednesday, 8 p. m., B. of L. E. Hall, 110-112 14th St.
Mrs. Chas. Taylor, 28 Bluff st. P
Mrs. Alex Campbell, 1721 6th av. Council Bluffs, Iowa. S
Mrs. D. Patton, 122 No. 26th st. I

405—MINERVA, M'DONOUGHVILLE, LA., meets 1st and 3d Mondays, at 2 p. m., in Gould's Hall.
Mrs. D. Watkins. P
Mrs. B. Engler, Box 66. S
Mrs. M. Morrissey, 2715 Banks st. I
New Orleans, La. I

406—WORLD'S FAIR, ST. LOUIS, MO., meets 2d & 4th Thursdays at 2 p. m. at 3507 Pine st.
Mrs. Ella Casper, 2327 Geyer av. P
Mrs. Wm. Richardsen, 2240 S. 12th st. S
Mrs. A. C. Brennecke, 3712 Hartford st. I

407—THE GUIDING STAR OF 75, READING, PA., meets alternate Wed's, 2 p. m., in Geissler's Hall, 729 Penn st.
Mrs. Irene Kitzmiller, 1145 Robinson st. P
Mrs. Bessie Stoyer, 1062 N. 5th st. S
Mrs. Mary Holland, 123 W. Douglass st. I

408—T. F. BELDEN, COLUMBIA, S. C., meets 1st and 3d Thursdays 2 p. m., in K. of P. Hall.
Mrs. J. E. McDaniel, 1510 Barnwell st. P
Mrs. L. M. Howerton, 1618 Henderson st. S
Mrs. A. G. Menifee, 1900 Barnwell st. I

409—ALPHA, ALLIANCE, NEB., meets 1st & 3d Thursdays, 2 p. m., I. O. O. F. Hall
Mrs. Ada B. Allen, 505 Niobrara av. P. & I
Mrs. Flora Hicks, 516 Niobrara av. S

410—GUIDING LIGHT OF 849, WILMINGTON, DEL., meets 2d & 4th Thursdays, 2:30 p. m., 515 Shipley st.
Mrs. Geo. Frederick, 515 Monroe st. P
Mrs. R. F. Manlove, 301 Pine st. S
Mrs. J. M. Anderson, 702 West st. I

411—THE SHINING LIGHTS OF 44, RAWLINS, WYO., meets 2d and 4th Thursdays, 2 p. m., O'Donnell's Hall.
Mrs. J. B. Robinson. P
Mrs. W. F. Waldsmith. S
Mrs. Jas. Alphin. I

412—JAMES J. BILL, SEATTLE, WASH., meets 2d and 4th Wednesdays 2 p. m. in Foresters of America Hall, 1824 N. 1st st.
Mrs. J. B. Kirsch, 182 3d av. N. & P. & I
Mrs. J. N. Hicks, 1208 Walker st. S

413—GARRET, LUDLOW, KY., meets 1st & 3d Thursdays, 2 p. m., Masonic Hall, cor. Elm & Kenner st.
Mrs. W. B. Boutet, River Road. P
Mrs. O. H. Henderson, 116 Elm st. S
Mrs. P. R. Moffett, 117 Elm st. I

414—HOKONIS, SHAWNEE, OKLAHOMA, meets 2d & 4th Wednesdays, 2 p. m., I. O. O. F. Hall, N. Broadway.
Mrs. W. M. Martin, 204 S. Minnesota st. P
Mrs. W. A. Haun, 405 N. Tucker st. S
Mrs. J. L. Curry, 512 No. Park st. I

415—LAKE ONTARIO, OSWEGO, N. Y., meets 2d & 4th Wednesdays, 2:30 p. m., B. of L. E. Hall, B. 3d st.
Mrs. Geo. H. Murdock, 180 E. 2d st. P
Mrs. W. E. Cole, 92 W. Cayuga st. S
Mrs. A. O. Hicks, 190 W. 8th st. I

416—LAURA GAYNOR, KANSAS, ILL., meets 2d & 4th Wednesdays, 2:00 p. m., in K. of P. Hall, East av.
Mrs. Rose Walker, 305 Dearborn av. P
Mrs. Nellie Harrington, 364 Schuyler av. S
Mrs. Jessie Baker, 642 Schuyler av. I

417—THREE BRANCH, ANKENTA, ARE., meets 2d & 4th Thursdays, 2:30 p. m., Vogel's Hall, Newton av.
Mrs. Geo. Emery, 1801 Main st. P
Mrs. Fannie Porter, 211 Main st. S
Mrs. Mary E. Myers, 405 Olive st. I

418—J. M. SALLEY, LIVINGSTON, MONT., meets 1st and 3d Tuesdays at 2 p. m., in Masonic Hall.
Mrs. O. H. Goddard, 506 N B st. P
Mrs. J. C. Woolvorton, 112 S G st. S
Mrs. Miles Ray, 223 So. 7th st. I

419—J. S. MATSON, GREENVILLE, PA., meets 2d & 4th Wednesdays at 2:30 p. m., in K. of P. Hall, Main st.
Mrs. M. P. Struck, 192 Clinton st. P
Mrs. F. J. McCall, 115 Columbia av. S
Mrs. E. O. Miller, 104 Shenaugust st. I

420—MARSHALL NEIL, MARSHALLTOWN, IOWA, meets 2d & 4th Thurs., 2:30 p. m., in Red Men's Hall, W. Main st.
Mrs. E. C. Brown, 407 S. 3d st. P
Mrs. T. O. Olegg, 309 So. 4th st. S
Mrs. D. J. Collins, 406 W. Nevada st. I

421—LEHIGH, LEHIGHTON PA meets 1st & 3d Thur 2 p. m., Rouse Hall, 1st st.
Mrs. Ben Bartolet. P
Mrs. Leroy Ritter, N. 4th st. S
Mrs. Phoebe Shoemaker. I

422—CHETOLAH, MEMPHIS, TENN., meets 2d & 4th Thursdays, 2:30 p. m., in Graves' Hall, cor. McLemore and Hayburn Blvd.
Mrs. J. W. Reese, 111 Rayburn blvd. P
Mrs. J. W. Reese, 207 E. Virginia av. S
Mrs. T. Ezell, 117 W. Virginia av. I

423—JOHN J. ELLIS, ST. PAUL, MINN., meets 2d & 4th Thursdays 2 p. m. in I. O. O. F. Hall, cor. Wabash & 6th st.
Mrs. Herbert Wallace, 995 Warsaw st. P
Mrs. O. E. Gormley, 709 Tuscarora st. S
Mrs. Emily Olson, 363 Warsaw st. I

424—NEW ONTARIO, FORT WILLIAM, ONT., meets 1st & 3d Tuesdays, 8 p. m., in Neault Hall, Simpson st.
Mrs. J. J. Sheridan, 205 Syndicate ave. P
Mrs. C. T. Gease, 225 May st. S
Mrs. F. Kidd, 130 Deane st. I

425—ELECTRIC CITY, GREAT FALLS, MONT., meets 2d & 4th Thurs. 2:30 p. m., Odd Fellows' Hall, Central av.
Mrs. E. M. Miller, 231 E. 3rd st. P
Mrs. M. McDermann, 422 3d av. S. W. S
Mrs. Ida Genshaw, Central av. room 42, Bach Oory Block. I

426—CHICKIES ROCK, COLUMBIA, PA., meets alternate Thursdays, 2 p. m., Swartz Bldg., cor. 8rd & Locust st.
Mrs. J. B. Williams, Downingtown, Pa. P
Mrs. N. H. Worrell, 1509 Green st. Harrisburg, Pa. S
Mrs. J. M. Ween, 725 Chestnut st. I

427—W. T. BALDY, HILLARY, WASH., meets 2d & 4th Tuesdays, 2 p. m., I. O. O. F. Hall.
Mrs. Martin E. Snyder, 128 Queen av. P
Mrs. Harry R. Jones, 450 Regal st. S
Mrs. Geo. H. Wagoner, 414 Regal st. I

428—SCHUYLER, TANAWA, PA., meets 1st & 3d Wednesdays 2 p. m., Odd Fellows Hall, E. Broad st.
Mrs. E. Miller, 202 Hunter st. P
Mrs. Thos. J. Howell, 130 Hunter st. S
Mrs. David Dress. I

429—W. F. DENNISON, COUNCIL GROVE, KAN., meets 1st & 3d Thursdays, 2:00 p. m., in Security Hall, Main st.
Mrs. W. E. Dennison. P
Mrs. Clara Norton. S
Mrs. Clara Keener. I

430—IVY, TRINIDAD, COLO., meets 1st & 3d Wednesdays, 2 p. m., Odd Fellows Hall.
Mrs. J. H. Pilkington, 521 E. 1st st. P
Mrs. Kate Birchard, 311 Frost st. S
Mrs. C. O. Waller, 561 Linden av. I

431—BLUE RIDGE, ROANOKE, VA., meets 2d & 4th Wednesdays, 2:30 p. m., in Mystic Chain Hall.
Mrs. T. F. Dixon, 924 Patterson av. P
Mrs. Robert Spangler, 901 Campbell av. S
Mrs. J. W. Stolt, 1523 Chapman av. I

432—PHILADELPHIA, PHILA., PA., meets alternate Wednesdays, 2 p. m., Davis Hall, 39th st. & Lancaster av.
Mrs. H. M. Cooper, 1826 So. 51st st. P
Mrs. H. E. Warnick, 1628 S. 51st st. S
Mrs. Geo. Moore, 1844 So. 51st st. I

433—LAKE ERIE, LORAIN, O., meets 2d Tuesdays, 2 p. m., and 4th Tuesdays, 7:30 p. m., K. of P. Hall, 1736 Penfield av.
Mrs. S. W. Scott, 1620 Livingston av. P
Mrs. Sarah Gethem, 220 Dexter st. S
Mrs. E. E. Lange, 302 3d av. I

434—MOUNTAIN CITY, DU ROIR, PA., meets 1 & 3 Wednesdays, at 2 p. m., in Webber Hall, Brady st.
Mrs. Geo. Brody, 27 W. Washington P
Mrs. E. S. Voeburg, 7 Juniata st. S
Mrs. J. B. Averill, 309 Knarr st. I

435—QUEEN OF THE VALLEY, ALLENTOWN, PA., meet 1st & 3d Thursdays 2 p. m., Munsickers Hall, 31 N. 7th st.
Mrs. H. A. Geisenhainer, 166 Linden av. P
Mrs. Sadie O. Landis, 28 So. Penn st. S
Mrs. Libbie E. Hill, 216 Ridge av. I

436—YONKIN, YONKIN, TEXAS, meets 1st & 3d Thursdays, at 3:30 p. m., in Red Men's Hall.
Mrs. Harry Lane. P
Mrs. C. C. Eaves, Dallas St. S
Mrs. J. S. Mameron. I

437—LOYAL, BELLEVILLE, ONT., meets 1st and 3d Wednesdays, 2 p. m., in B. of L. E. Hall.
Mrs. B. Mayo, G. T. R. P. O. P
Mrs. J. W. Barlow, G. T. R. P. O. S
Mrs. W. J. Logue, Station F. O. I

322-NORTH STAR, STAPLES, MINN., meets 1st and 3d Saturdays, 8:00 p. m. in Sovereign Hall.
Mrs. G. H. Wilson..... P & I
Mrs. C. Kirchmeier..... S

323-PACHECO, KERN, CAL., meets 2d and 4th Thursdays, 2 p. m., K. P. Hall.
Mrs. Ohas. Wiley, 705 M. St..... P
Mrs. E. B. Gilbert, 1891 Pine st..... S
Mrs. Geo. Gunter, 820 M. St..... I

324-ROEBLING, TRENTON, N. J., meets 1st and 3d Thursdays, 2 p. m., Hibbert's Hall, So. Broad st.
Mrs. Thos. Cope, 2404 Perry st..... P
Mrs. Elwood Fenton, East State st. S
Mrs. W. E. Browning, 59 Model av..... I

325-HIGHLAND, CRESTON, IOWA, meets 1st & 3d Fridays, 2:00 p. m., Gibson's & Phillip's Hall, Vine st.
Mrs. John A. White, 305 W. Newell st. P
Mrs. Lon C. Abbott, 206 N. Center st. S
Mrs. G. B. Thompson, 713 W. Mill st. I

326-MRS. HARRY ST. CLAIR, EAST ST. LOUIS, ILL., meets 2d & 4th Friday, 2 p. m. in In. Hall, 2d Neil st.
Mrs. D. A. Goodin, 2607 Henriette st., St. Louis, Mo..... P
Mrs. S. H. McLaughlin, 3109 Bond av. S
Mrs. John Hall, 1456 Gaty av..... I

327-THE BURLINGTON, BURLINGTON, IOWA, meets 2d & 4th Mondays, 2 p. m., K. of O. Hall.
Mrs. J. G. Sutherland, 414 S. 5th st. P
Mrs. Ida Lidstrand, 802 S. 5th st..... S
Mrs. O. E. Manning, 801 So. Central av..... I

328-SUPREME, CHAMPAIGN, ILL., meets 1 & 3 Wednesdays, 2 p. m. in B. of L. E. Hall, 26 Neil st.
Mrs. Margaret Hayes, 104 Springfield av..... P
Mrs. O. E. Gillen, 406 E. Green st..... S
Mrs. J. Graney, 317 S. Niel st..... I

329-VANDALIA, LOGANSPOUT, IND., meets alternate Tuesdays, 2 p. m. in Ben Hur Hall, cor. 4th & Broadway.
Mrs. S. O. Hight, 510 Wheatland av. P
Mrs. Geo. Lauterbach, 1011 Linden av. S
Mrs. Earl Denbo, 908 Sycamore st..... I

330-MOUNT ROYAL, MONTREAL, QUE., meets 1st Thursday, 2:30 p. m. & 3rd Thursday at 8 p. m. in Victoria Hall, Westmount.
Mrs. Robt. King, 90 Knox st., Pt. St. Charles..... P
Mrs. Wm. Taylor, 66 Poplar st., St. Henri..... S
Mrs. L. Parker, Notre Dame de Grace I

331-THE PORTAGE, PORTAGE, WIS., meets 1st & 3d Tuesdays, 7:30 p. m., in Eagles Hall.
Mrs. Patrick McHale, 1011 Cass st. P
Mrs. E. C. Schneider, 712 Prospect av. S
Mrs. John Little, 320 Emmet st..... I

332-BONAMI, GALESBURG, ILL., meets 2d & 4th Wednesdays, 2:30 p. m., in Maccabees' Temple.
Mrs. W. H. Miller, 106 Lincoln st. P
Mrs. W. Jennings, 1042 E. South st. S
Mrs. B. Wagoner, 416 Maple av..... I

333-W. D. ROBINSON, WASHINGTON, IND., meets 2d & 4th Wednesdays, 2:30 p. m., in K. of P. Hall, Main st.
Mrs. Olin Markel, Oak & W. Second st. P
Mrs. M. Toohy, 801 S. Meridian st. S
Mrs. A. Haag, 1308 McCormick av..... I

334-ESCHSCHOLTZ, POINT RICHMOND, CAL., meets 2d & 4th Thursdays, 2:30 p. m., in Fraternal Hall.
Mrs. Leo Selvig, Richmond, Cal..... P
Mrs. Wm. Runyon..... S
Mrs. F. P. Stults, Richmond, Cal..... I

335-MRS. JOHN HENNEY, NEW YORK CITY, N. Y., meets 2d & 4th Thursdays, 2:30 p. m., 12th Ward Bank Bldg., Lexington av. & 125th st.
Mrs. O. J. Ogden, 1094 Fox st..... P
Mrs. Jas. J. Burn, 1413 Beach av., Westchester, N. Y..... S
Mrs. W. R. Marley, 222 E. 162d st..... I

336-ST. LAURENCE, RIVIERE DU LOUP, PROV. QUE., CAN., meets every Tuesday, 2 p. m., B. of L. E. Hall, 204 St. Andre st.
Mrs. John B. Murphy, Station P. O. P
Mrs. Jos. Couillard, Station P. O. S
Mrs. J. Maxwell Scott, Station P. O. I

337-WARREN S. STONE, FITCHBURG, MASS., meets 2d & 4th Thursdays, 2 p. m. G. A. R. Hall, 129 Main st. P
Mrs. J. H. Crowther, 110 Myrtle av. S
Mrs. H. B. Allen, 62 Hartwell st..... S
Mrs. H. E. Parker, 18 Harvard st..... I

338-ALAMO, SAN ANTONIO, TEX., meets 2d & 4th Friday, 8:00 p. m., in Odd Fellows Hall, Houston st.
Mrs. N. B. Wyatt, 905 N. Nesquite st. P
Mrs. Jas. Hopper, Sta. A. 12 Morales st. S
Mrs. L. W. Winner, 583 Mason st..... I

339-MRS. J. A. MORTON, BRECKENRIDGE, MINN., meets 2d and 4th Wednesday at 8 p. m. in City Hall, 6th st.
Mrs. Cleona Woodford..... P
Mrs. Anna B. Anderson, Box 715..... S
Mrs. Alice Murphy..... I

340-THE SANTA LUCIA, SAN LUIS OBISPO, CAL., meets 1st & 3d Thursdays, 2:30 p. m., Eagles Hall, Higuera st.
Mrs. J. A. Burke, 1700 Ocotilla st. P
Mrs. C. G. Thyle, 1945 Moro st..... S
Mrs. H. J. Miller..... I

341-AURORA, AURORA, ILL., meets 1st & 3d Wednesdays, 2:30 p. m., in Schoeberlein Hall, Fox st.
Mrs. R. B. Harten, 188 N. 4th st..... P
Mrs. M. Cooper, 24 N. West st..... S
Mrs. Owen Murray, 91 Spencer st..... I

342-SPRING TIME, CONNEXE, TEXAS, meets 2d & 4th Thursdays, 2:30 p. m., in B. of L. E. Hall.
Miss D. R. Langridge..... P
Mrs. J. W. Powell..... S
Mrs. J. W. Farten..... I

343-PRIDE OF NINETY-EIGHT, LINCOLN, KERN, meets 1 & 3 Wednesdays, 2:00 p. m. in G. A. R. Hall.
Mrs. Josie Moore, 1528 R. st..... P
Mrs. E. C. Johnson, 1391 11th st..... S
Mrs. Anna McOrory, 720 N. 12th st..... I

344-SINCERITY, PRINCETON, INDIANA, meets 1st & 3d Wed. 2 p. m. Union Hall.
Mrs. John Boyles, 908 Seminary st. P
Mrs. E. J. Smith, 1228 S. Gibson st. S
Mrs. M. Langford, Baldwin Heights I

345-MARY L. COOK, WOODSVILLE, N.H., meets 2d & 4th Tuesdays, 2 p. m., K. of P. Hall, Central st.
Mrs. Gale..... P
Mrs. P. C. Smith..... S
Mrs. N. J. Miller..... I

346-QUEEN ALEXANDRIA, ST. THOMAS, CAN., meets 2d & 4th Thursdays, 2:30 p. m., in K. of O. E. Hall, Talbot st.
Mrs. J. Gowing, 68 Gladstone st. P
Mrs. D. A. Walker, 168 Wellington st. S
Mrs. J. Taylor, 64 Catherine st..... I

347-SPENCER, SPENCER, N. C., meets 2d & 4th Thur. 2 p. m., Masonic Hall.
Mrs. D. A. Beaver, Salisbury, N. O. P
Mrs. A. D. Smith..... S
Mrs. S. S. Moore..... I

348-WABASH VALLEY, WABASH, IND., meets alternate Wednesdays, 2:30 p. m., in Ben Hur Hall, Market st.
Mrs. Ola Moore, 168 E. Hill st..... P
Mrs. W. F. Hockaday, 84 Stitt st..... S
Mrs. C. F. Scheer, 136 E. Hill st..... I

349-SASKATCHEWAN MOOSE JAW, PROV. OF SASKATCHEWAN, CANADA, meets 2d & 4th Wed., 7:30 p. m., in Hitchcock's Hall, Main st.
Mrs. Geo. Moch, 38 Stadacona st. P
Mrs. J. Humble, 120 E. Fairford st. S
Mrs. W. Delbridge, 61 W. High st..... I

350-PRIDE OF 347, MINNEAPOLIS, MINN., meets 2d & 4th Thursdays at 2:30 p. m. in Maccabees Hall, cor. Bloomington and Franklin av.
Mrs. C. Humphrey, 2123 Cedar av..... P
Mrs. M. Kelley, 2451 Cedar av..... S
Mrs. Loma Mase, 2438 Elliott av..... I

351-BUREKA, DALTON, ILL., meet 2d & 4th Thur. 2 p. m. A. O. U. W. Hall.
Mrs. W. West..... P
Mrs. T. Herper..... S & I

352-CANADIAN PACIFIC TORONTO JUNCTION, ONT., meet 1st & 3d Thursdays, 2:30 p. m., St. James Hall.
Mrs. Wm. Boukall, 13 Northcote av., Toronto..... P
Mrs. Geo. Wanless, 180 Pacific av..... S
Mrs. Charles Camplin, 77 Vine st., West Toronto, Ont..... I

353-NANOTONONE, HALLSTEAD, PA., meets 1st & 3d Thursdays at 2:30 p. m. in Clune's Hall.
Mrs. B. O. Sarts..... P
Mrs. C. W. Tinsley, Dalton, Pa..... S
Mrs. E. Stalker, 49 New York av..... I

354-PRIDE OF OHIO, MIDDLEPONT, O., meets 1st & 3d Thursdays, 2 p. m. in K. of P. Hall.
Mrs. C. E. Smith..... P
Mrs. Martin J. McCarty..... S
Mrs. Jas. Stevens..... I

355-FRISCO, THAYER, MO., meets 1st & 3d Mondays, 2:30 p. m., Boyd's Hall.
Mrs. Jacob Myers..... P
Mrs. George Upham..... S
Mrs. Frank Cooper..... I

356-CHAWFORD, COLLEBUS, GA., meets alternate Thursdays, 2:30 p. m., in Royal Arcanum Hall, First av.
Mrs. A. E. Simpson, 1500 Second ave. P
Mrs. G. O. Collins, 1500 19th st..... S
Mrs. V. H. Green, 1108 18th st..... I

357-YOGA, LIMA, OHIO, meets 1st and 3d Fridays, 2 p. m., in Hill hall's Hall, N. E. cor. Public Sq.
Mrs. W. H. Warner, 623 Delphos av. P & I
Mrs. Laura Eidman, 711 N. Jefferson st..... S

358-GOOD HOPE, HARRISBURG PA., meets 2d & 4th Thursdays, 2 p. m., in Maunk's Hall, cor. 6th & Keiker st.
Mrs. D. A. Ledy, 516 Cumberland st. P
Mrs. Wm. Gardner, 4144 Harris st. S
Mrs. D. F. Snyder, 1713 Gr. ent..... I

359-CHILLICK, MACON, GA., meets 1st & 3d Thursdays, 2:30 p. m., in Odd Fellows Hall.
Mrs. A. J. Brooks, 683 2nd st..... P
Mrs. M. Williams, 317 Church st., East Macon..... S
Mrs. B. F. Anderson, 823 Arch st..... I

360-VIOLET, CHICAGO, ILL., meets 1st & 3rd Wednesday, at 2 P. M., in Lawn Dale Hall, cor. Ogden & Trumbull av.
Mrs. O. Damsiger, 930 S. Roman av. P
Mrs. F. E. Ferris, 1012 W. 12th st..... S
Mrs. Ernest Fisher, 738 S. Kedzie av. I

361-HELPHATE TO 431, NEW ORLEANS, LA., meets 1st & 3d Wednesdays, 2 p. m. in K. of P. Hall, Bernadette st.
Mrs. R. J. Coffman, 520 Pelican av. P
Mrs. E. H. Cayard, 444 Belleville st. S
Mrs. E. M. Collins, 515 Belleville st. I

362-ARCTURUS, GLADSTONE, WICH., meets alternate Wednesdays, 7:30 p. m., in Wase Hall, 9th st.
Mrs. Clair W. LaFever, Wisconsin st. P
Mrs. J. T. Fitzpatrick, 1837 Wisconsin st. S

363-TRINITY VALLEY, TEAGUE, TEX., meets 1st & 3d Wednesday at 2:30 p. m. in K. of P. Hall.
Mrs. A. Zeanon, box 198..... P
Mrs. J. T. Odell, Box 485..... S
Mrs. W. D. Moore..... I

364-HOWARD WESTON, W. VA., meets 1st & 3d Wednesdays, 2:30 p. m., in Eagles Hall, Main st.
Mrs. R. E. Smith..... P
Mrs. J. D. Marsh..... S
Mrs. G. B. Ramsburg..... I

365-CARNEGIE, CARNEGIE PA., meets 2 & 4 Wednesdays, 1:30 p. m., in Masonic Hall, cor. Main and Broadway.
Mrs. H. Keenan, 34 Boro View av. P
Mrs. S. V. Uleh, Wabash av..... S
Mrs. Frank Knox, 607 Dick av..... I

366-BELLE POINT, FORT SMITH, ARK., meets 1st & 3d Wednesdays, 2:20 p. m., in Modern Woodmen's Hall.
Mrs. Maud Gunn, 1309 N. 5th st..... P
Mrs. Rhoda Willis, 917 N. 5th st..... S
Mrs. Susie Brochus, 600 N. 4th st..... I

367-PLANT, WAYCROSS, GA., meets 2d & 4th Wednesdays, at 2:30 p. m., in Red Men's Hall, Plant av.
Mrs. H. S. DuBoise, 54 Gilmore st. P
Mrs. J. M. DuBoise, 56 Gilmore st. S
Mrs. A. R. Campbell, cor. Stevenson & Reynolds..... I

368-ST. JOHN'S, JACKSONVILLE FLA., meets 2d & 4th Thursdays, 2:00 p. m., Foresters Hall, 12-14 E. Bay st.
Mrs. N. N. Wakefield, 553 Banana st. P
Mrs. F. W. Amazon, cor. Gilmore & Grape sts..... S & I

369-CADLE, OTTUMWA, IOWA, meets 2 and 4 Thursdays, 2:30 p. m., in O. R. O. Hall, cor. Main & Market sts.
Mrs. J. J. Smith, 1015 Plum st..... P
Mrs. P. J. McGovern, 622 E. Samantha st..... S
Mrs. F. E. Orvia, 115 N. Clay st..... I

370-DELOSS EVERETT, BROOKFIELD, MO., meets 1st and 3d Wednesdays, 2:30 p. m., in I. O. O. F. Hall.
Mrs. F. W. Davis, 215 John st..... P
Mrs. Harry Anderson, 425 E. Park av. S
Mrs. Geo. East, 319 S. Main st..... I

371-ALICE HILLS, SPRINGFIELD, O., meets 2d & 4th Thursday 2 p. m. in O. U. A. M. Hall.
Mrs. Geo. Combs, 802 S. Belmont av. P
Mrs. Ella E. Bridge, 21 N. Green mount av..... S
Mrs. Kate Meals, 436 Grand av..... I

- 388—MRS. HOWARD R. KIGHT, CUMBER-
LAND, MD., meets 1st & 3d Sat. 1:30
p.m., in I. O. O. F. Hall, Center st.
Mrs. May Twigg, Ridgely, W. Va. P
Mrs. Rob. Arnold, Patterson av. S
Mrs. Mary Grasin, Fairview av. I
- 389—IDEAL, CONCORD, N. H., meets 1st
Thursday & 3d Friday at 2:30 p.m.
E. O. L. E. Hall, Hill's st., N. Main st.
Mrs. Lizzie A. Smith, 26 Eastman
st. S
Mrs. J. G. Dimond, 88 S. State st. S
Mrs. O. S. Woods, 36 Warren st. I
- 390—ABSAKARA, SHERIDAN, WYO.,
meets 2d & 4th Fri. in K. of P. Hall.
Mrs. Grace Doyle, Coftown av. P
Mrs. Blanche Bradford, 606 N. Main
st. S
Mrs. Isabella Coyne, Wyoming av. I
- 391—TOLEDO, TOLEDO, O., meets 1st &
3d Wednesday 2 p.m., in Anthony
Wayne Hall, Broadway.
Mrs. Esther Watson, 545 Knewer st. P
Mrs. J. M. Oregan, 1607 Western av. S
Mrs. Emma Kirkham, 654 Walb'gav. I
- 392—ARROWHEAD, LOS ANGELES, CAL.,
meets 2d and 4th Thursdays at 2:00
p.m. at 1856 E. 1st st., L. A.
Mrs. J. Warboys, 2023 E. 4th st. P
Mrs. G. C. Mason, 2206 E. 2d st. S
Mrs. J. P. Matthew, 1917 E. 2d st. I
- 393—MARTHA WASHINGTON, MT. CAR-
NELI, meets 2d and 4th Thurs-
days in B. of L. E. Hall.
Mrs. M. Johnson, 931 N. Mulberry st. P
Mrs. Grant Hall, 831 E. 9th st. S
Mrs. G. C. Bush, 110 W. 7th st. I
- 394—HEART RIVER, DICKINSON, N. D.,
meets 1st and 3d Saturdays, 7:30 p.m.
Mrs. Alfred White, 1011 1st st. S
Mrs. Almira Jennings, 1011 1st st. S
Mrs. W. H. Flanigan, 1011 1st st. I
- 395—JANITA, SALEM, ILL., meets 2d
& 4th Fri. 2 p.m., Odd Fellows Hall.
Mrs. C. O. Rader, 1011 1st st. S
Mrs. B. W. Harvey, 1011 1st st. S
Mrs. V. E. Musgrave, 1011 1st st. I
- 396—ATHENS, SHERMAN, TEX., meets
1st and 3d Wed. 2 p.m., Bailey's Hall.
Mrs. G. W. Arnold, 939 N. Willow st. P
Mrs. Chas. Rogers, 611 W. Houston st. S
Mrs. F. L. Goodson, 1100 Richards st. I
- 397—ALLEGHANY, CLIFTON FORGE, VA.,
meets 2 & 4 Mon., 2:30 p.m., Masonic
Temple.
Mrs. R. B. Paxton, 48 Church st. P
Mrs. T. H. Howerton, 7 E. Bee av. S
Mrs. G. E. Showalter, McCormick st. I
- 398—JEFFERSON, BIRMINGHAM, ALA.,
meets 2d and 4th Wednesdays 2 p.m.
in Red Men's Hall, 1917 1st av. P
Mrs. E. C. Alexander, 2509 7th Ave. P
Mrs. E. J. Sullivan, 621 N. 17th st. S
Mrs. E. McClinic, 3914 6th av. No. I
- 399—SWEET OLIVE, FLORENCE, S. C.,
meets 2d and 4th Tuesdays 8 p.m. in
Brotherhood Hall, Evans St.
Mrs. E. Shields, 1 N. Jarrotte st. S
Mrs. J. D. Latham, 510 Evans st. S
Mrs. Lee Shearer, 178 N. Jarrotte st. I
- 400—PRIMEOSE, WICHITA, KANS., meets
1st & 4th Tuesdays at 2:30 p.m., in
Macabee Hall, Douglas av.
Mrs. Oreslie King, 625 Waco av. S
Mrs. Myrtle Hayden, 418 Riverview av. I
Mrs. A. J. Torbert, 605 Crosby st. P
- 401—PRIDE OF GALLOWAY, NAU-
ERSTOWN, MD., meets 2 & 4 Thur., 2 p.m.,
Masonic Temple, Potomac st.
Mrs. J. A. Gardner, 36 Elizabeth st. P
Mrs. M. E. McCleary, Big Pool, Md. S
- 402—FERN, AMARILLO, TEX., meets 2 &
4 Wednesday, in K. of P. Hall.
Mrs. J. Callahan, 30 North Grant st. P
Mrs. M. Lewis, 604 Buchanan st. S
Mrs. Dora Rhodes, 400 N. Lincoln st. I
- 403—O. W. MOON, LA GRANDE, OREGON,
meets 2nd & 4th Tuesdays, 2 p.m.,
K. of P. Hall.
Mrs. F. M. Jackson, 802 O. av. P
Mrs. O. M. Humphreys, 1108 cor. 6th
& O. sts. S
Mrs. L. E. Ferguson, 2005 O. av. I
- 404—DREYMOND, CHATEAUBEAU, QUEBEC,
CANADA, meets 2nd & 4th Tuesdays in
B. of L. E. Hall.
Mrs. James McNaughton, Chaudiere
Curve, S
Mrs. W. H. Tooby, Chaudiere Janet S
Mrs. Geo. H. Goddard, Pt. Levi, S
Quebec. I
- 405—CEDAR VALLEY, CEDARTOWN, GA.,
meets 2nd & 4th Wednesdays, 2 p.m.,
I. O. O. F. Hall.
Mrs. Josie Phillips, Box 446. P
Mrs. L. J. Norton, Box 453. S
Mrs. H. W. Flournoy, Box 208. I
- 406—DORA BUSTED, GLENN'S FERRY,
IDAHO, meets 2nd & 4th Tuesdays at
8:30 p.m., Gory Hall.
Mrs. W. L. Word. P
Mrs. Fred Loring. S
Mrs. H. W. Joslyn. I
- 407—STRATHCONA, MONTREAL, QUEBEC,
CANADA.
Mrs. Geo. Magowan, 256A St. Antoine
st. S
Mrs. A. T. Houston, 138 Quebec st. S
Outremont Jct. S
Mrs. W. L. Stevens, 2562 Hutchison
st., Outremont Jct. I
- 408—FAIRHEAD, ARLAND, KY., meets
1st Thursday & 3d Saturday, 2 p.m.,
B. of L. E. Hall.
Mrs. B. W. Wesley, 1226 Winchester
st. P
Mrs. John Tierney, 612 W. Central
av. S
- 409—FRENCH BROAD, ASHEVILLE, N. C.,
meets 1st & 3rd Wednesdays 3 p.m.,
K. of P. Hall.
Mrs. L. P. Aldrich, 95 Ora st. P
Mrs. J. R. Street, 157 Park av. S
Mrs. J. L. Bishop, 149 Bartlett st. I
- 410—MARION, JERSEY CITY, N. J., meets
1st and 3rd Thursdays at 2 p.m., in
Fishers Hall, Newark av. & Erie st.
Mrs. W. H. Woolsey, 21 Romaine av. S
Mrs. L. Bates, 59 Van Reipen av. S
Mrs. A. Schlegel, 38 Magnolia av. I
- 411—M. F. W. WILLIAMS, COLUMBUS MISS.,
meets 1st & 3rd Fridays, 2 p.m., in
B. of L. E. Hall.
Mrs. M. E. Williams, 1215 N. 2d av. P
Mrs. G. W. Carson, 124 N. 13th st. S
Mrs. A. E. Cheatham. I
- 412—NUTMEG STATE, NEW LONDON,
CON., meets 1st & 3rd Wednesdays at
2:30 p.m., Mohegan Lodge Room,
98 State st.
Mrs. A. W. Brickley, 9 Brewer st. P
Mrs. R. Wilson, 161 Howard st. S
Mrs. O. E. Sartoris, 252 State st. I
- 413—MONTGOMERY, MORRISTOWN, PA.,
meets 1st & 3rd Thursdays 2 p.m.,
Odd Fellows Temple.
Mrs. Minerva Curdy, 1 R. D. P
Mrs. Jos. F. Costello, 48 E. 4th st. S
Bridgeport, Pa. S
Mrs. B. F. Balchaser, 422 Ford st. I
Bridgeport, Pa. S
- 414—AUBURN PARK, CHICAGO, ILL.,
meets 1st & 3rd Thursdays, 2 p.m., in
Auburn Hall.
Mrs. R. A. Shepard, 7748 Union av. P
Mrs. J. K. Jackson, 740 W. 79th st. S
Mrs. A. Cole, 7523 Union av. I
- 415—J. M. DACEY, STANBERRY, MO.,
meets 2d & 4th Tuesdays, 2:30 p.m.,
in Masonic Hall.
Mrs. J. J. Smith. P
Mrs. S. K. Davidson. S
Mrs. A. D. McGinnis. I
- 416—DAUPHIN, DAUPHIN, MANITOBA,
CANADA, meets 1st & 3d Tuesdays at
2:30 p.m. in Odd Fellows Hall.
Mrs. J. M. McLeod, White av. P
Mrs. C. Stewart, 117 4th av. S
Mrs. W. R. Harritt. I
- 417—HOUSTON, ROCKY MOUNT, N. C.,
meets 2d & 4th Thursdays at 8 p.m.,
in Elks Hall.
Mrs. Hugh Lancaster, 412 Arlington
st. P
Mrs. Emily Hughes, 412 S. Washing-
ton st. S
Mrs. Howard Barbour, Express Office
Bldg. I
- 418—SWATIKA, CENTREVILLE, IL.,
meets 2nd & 4th Wednesdays at 2
p.m., at 919 S. 16th st.
Mrs. L. F. Breitenbucher, 1004 Drake
ave. S
Mrs. E. S. Gilbert, 301 E. Terry st. S
Mrs. F. Rinckel, 812 S. 16th st. I
- 419—MRS. ELIZABETH AREHART, CIN-
CINNATI, OHIO, meets 2d and 4th
Wednesdays at 2:30 p.m., in G.A.B.
Hall, Eastern av.
Mrs. Mary E. Hunt, 4841 Eastern av. P
Mrs. J. J. Berry, 3834 Morris Place S
Mrs. Eola Stricker, 566 Delta av. I
- 420—LINCOLN LIGHT, SPRINGFIELD,
ILL., meets 2nd & 4th Monday at 2
p.m., in Odd Fellows Hall, cor. 4th
and Monroe sts.
Mrs. May Lyons, 127 S. 8th st. P
Mrs. Ada L. Klockson, 814 Cass st. S
Mrs. Alida Irwin, 912 S. 12th st. I
- 421—CRESCENT OF 1908, FORT WORTH,
TEX., meets 1st & 3rd Tuesdays, 2:30
p.m., in I. O. O. F. Hall, cor. First
and Throckmorton sts.
Mrs. D. J. Ryan, 1100 St. Louis av. P
Mrs. A. H. Moser, 314 N. Harding st. S
Mrs. W. J. Robinson, 916 E. Hattie
st. I
- 422—MOUNT SEBIE, REVELSTONE,
B. C., meets 2nd Friday at 2 p.m., &
4th Fri., 7:30 p.m., in Seikirk Hall.
Mrs. H. Orelman. P
Mrs. A. Kenward, 4th st. S
Mrs. S. Stingley. I
- 423—MOUNTAIN GEN, POCATELLO,
IDAHO, meets 2 & 4 Friday, 2:30 p.m.
W. O. W. Hall, N. Main st. S
Mrs. Louis Blaser, 629 N. Arthur av. P
Mrs. J. S. Knowles, 144 N. 4th av. S
Mrs. J. S. Foley, 23 N. Harrison st. I
- 424—RIGHT BOWER, LA JENITA, COLO.,
meets 2d & 4th Wed., 2:30 p.m., in
Woodmen's Hall.
Mrs. L. Heirgood, 821 Olmarron st. P
Mrs. G. Messinger, 400 Olmarron st. S
Mrs. Lois E. Hair, 423 Eaton av. I
- 425—P. A. BURGESS, FITZGERALD, GA.,
meets 1st and 3rd Wed. at 2 p.m. in
Odd Fellows Hall.
Mrs. E. A. Vickroy, 311 S. Main st. P
Mrs. Eugene Judge, 406 S. Grant st. S
Mrs. J. R. Graham, 801 W. Pine st. I
- 426—WINIFRED, FREEDOM, PA., meets
2nd & 4th Wed. in Lewis Hall.
Mrs. Jno. Horner, Fourth av. P
Mrs. I. M. Reed, Conway, Pa. S
Mrs. Wm. Harris, Conway, Pa. I
- 427—PALM, CLARION, IL., meets 2d and
4th Fri., 2:30 p.m., Masonic Hall.
Mrs. F. A. Tuller. P
Mrs. W. E. Olson. S
Mrs. J. S. Shirk. I
- 428—JOAQUIN, FRENO, CAL., meets 2d
& 4th Tuesday at 2:30 p.m., in I. O.
O. F. Hall.
Mrs. Horace M. Vance. P
Mrs. Fay Owen, 2648 Mariposa st. S
Mrs. Calvin Rich, 627 P. st. I
- 429—METRO MOUNTAIN, MONTEREY,
TEX., meets every Friday p.m., at
33 Leardo Tyada.
Mrs. Alice B. Smith, 33 Leardo Ty-
ada. S
Mrs. Lucile Odell, 102 Colegio Civil S
Mrs. S. Brantley, 154 Calle Reforma. I
- 430—MODEL CITY, ANNISTON, ALA.,
meets 2nd & 4th Tuesday, at 2:30 p.m.,
in Blue Mountain Hall.
Mrs. Brice Bradley, 2012 Moore st. P
Mrs. Mattie Walde, 12 E. 25th st. S
Mrs. T. O. Keitner, 1800 Walnut st. I
- 431—TRINITY, DALLAS, TEX., meets
1st & 3rd Wednesdays.
Mrs. M. S. Bannon, 123 St. Louis st. P
Mrs. J. F. Harritt, 123 Fourth av. S
Mrs. J. P. Graul, 615 Lamar. I
- 432—ETOWAH, ETOWAH, TENN., meets
1st & 3rd Thursdays, at 2 p.m. in
Doddson Hall, Tennessee av.
Mrs. J. E. Hays. P
Mrs. J. M. Johnson, P. O. box 658. S
Mrs. H. G. Edwards. I
- 433—OPAL, WICHITA FALLS, TEXAS,
meets 2nd & 4th Thursdays, at 2:30 p.m.
Mrs. L. D. Rhoad, 407 Lamar st. P
Mrs. Ivy Stone, 606 Lee st. S
- 434—ALLISON, HARRISBURG, PA., meets
1 and 3 Wednesday, at 2 p.m., in
Packler's Hall, 15th and Derry sts.
Mrs. W. F. Leary, 15 E. Derry av. P
Mrs. John Herbin, 434 S. 17th st. S
Mrs. Chas. Morrison, 340 S. 17th st. I
- 435—PRIDE OF EASTERN SHORE, DEL-
MAR, DEL., meets 1st & 3rd Wednesday,
at 2 p.m., in Masonic Hall.
Mrs. S. M. Wingling. P
Mrs. C. C. West. S
Mrs. S. M. Pusey. I
- 436—CHIFFEWA, MONTEVIDEO, MINN.,
meets 1st & 3rd Thursdays, at 2 p.m.
Mrs. Geo. A. Smith. S & I
- 437—ROSEMARY EMMERALD, NELSON, B.C.,
meets 1st & 3d Fridays at 2:30 p.m.,
K. of P. Hall, Vernon st.
Mrs. H. O. B. McDonald, P. O. box 22. P
Mrs. T. J. Williams, P. O. box 738. S & I
- 438—ARSENAL, PITTSBURG, PA., meets
1st & 3d Thursdays, in Totten's Hall,
cor. 43d & Butler's sts.
Mrs. A. L. Gill, Braeburn, Pa. P
Mrs. F. U. Fulmer, 520 McCandless av. S
Mrs. Harry Remaley, New Kensington,
Pa. I
- 439—WINNIE WARREN, TRAVERSE CITY,
MICH., meets 2d & 4th Thursdays,
at 2:30 p.m., in B. of L. E. Hall, cor.
Front & Union sts.
Mrs. John Baldus, 380 W. 10th st. P
Mrs. Julia Kearney, 116 N. Oak st. S
Mrs. Clara Markham, 219 E. 11th st. I
- 440—MINNEAPOLIS, PRATT, KANS., meets
1st & 3d Tues. 2:30 p.m., I. O. O. F. Hall.
Mrs. Hannah Widaman. P
Mrs. S. Newton, P. O. box 622. S
Mrs. Cora V. Downing. I

441—PURITY, TERRE HAUTE, IND., meets 2d & 4th Wed., Eng'rs' Hall, S. 17th st. Mrs. W. R. Barnes, 1500 College av. Mrs. P. Patton, 1223 Washington av. Mrs. J. H. Brough, 1301 S. 16th st. ... I

442—LIBERTY, COLUMBUS, OHIO. Mrs. Mary Gimbley, 192 N. Monroe av. P Mrs. H. Harkness, 81 E. Lincoln st. S Mrs. Virginia Cavey, 264 N. 20th st. ... I

443—MONONGAHELA VALLEY, MONONGAHELA CITY, PA., meets 2d and 4th Weds., 2:30 p.m., I.O.O.F. Hall, 2d st. Mrs. A. E. Bliesecker, 356 Miller st. Mt. Oliver Sta., Pittsburgh, Pa. Mrs. J. J. Beals, W. Brownsville, Pa. S Mrs. Geo. W. Beals, 306 Miller st. Knoxville, Pa. ... I

444—KITITAS VALLEY, ELLENSBURG, WASH., meets 1st & 3d Tuesdays, 2:30 p.m., K. of P. Hall. Mrs. T. E. Beddoes, cor. 5th and Samson sts. Mrs. W. J. Bell, 508 N. Cleburn st. S Mrs. N. I. Holton. ... I

445—BLITHELL, WYMORE, NEB., meets 2d and 4th Saturdays, 2:30 p.m. Mrs. Anna M. Worden. ... S Mrs. Hattie Norton. ... P Mrs. Maude Watson. ... I

446—TOWER GROVE, ST. LOUIS, MO., meets 2d and 4th Wednesdays, 2 p.m., Turner's Hall, cor. Boyle and Chouteau aves. Mrs. Azza Helton, 1254 Old Manchester rd. Mrs. Alice L. Harrison, 924 a Talmage av. Mrs. Math. Longenbacher, 4238 A. Gibson av. ... I

447—SCENIC LINE, SALIDA, COLO., meets 2d & 4th Sat. at 2 p.m., K. of P. Hall. Mrs. G. W. Bennett, 309 E. st. P Mrs. W. J. Garretta, 401 E. 8d st. S Mrs. Eileen McNicol, 223 E. 1st st. ... I

448—CAPE JESSAMINE, PINE BLUFF, ARK., meets 1st & 3d Wed. at 3 p.m. in K. of P. Hall, W. 2d av. Mrs. E. S. Hosler, 614 E. 2d av. P Mrs. J. Kennedy, 1123 E. 2d av. S Mrs. Jewel Roman, 1100 E. 7th av. I

449—YULE TIDE, OKLAHOMA CITY, OKLA., meets 2d & 4th Mondays, 2 p.m., in B. of L. E. Hall. Mrs. C. W. McKinnon, 224 Choctaw st. Mrs. Henry Martin, 412 W. Cedar st. S Mrs. J. Quinn, 407 Potts st. ... I

450—PRIDE OF JERSEY SHORE, JERSEY SHORE, PA., meets 2d & 4th Wednesdays, 2 p.m., in Millers Hall. Mrs. C. F. Smith. ... P Mrs. J. W. McMahon, 1393 Main st. S Mrs. Minnie Bartolet. ... I

451—WINNERADO, NORTH FOND DU LAC, WIS., meets 1st & 3d Fri., 2:30 p.m. Mrs. F. J. Hackbush, 1215 Broadway P Mrs. Edward Haley, Michigan av. S Mrs. John W. Saft, Michigan av. ... I

452—HAMMOND, HAMMOND, IND., meets 2d & 4th Fridays, 2:30 p.m., in K. of P. Hall, 168 So. Hohman st. Mrs. Wm. Green, 213 W. Plummer av. Mrs. C. W. DeLong, 454 Sibley st. S Mrs. Thos. Kennedy, 118 Russell st. I

453—UNION OF 1909, NEW CASTLE, PA., meets 2 and 4 Thursdays, 2:30 p.m., in K. of P. Hall, Cherry st. Mrs. A. Powers, 612 N. Cedar st. P Mrs. J. H. O'Donnell, 710 N. Ashland av. Mrs. J. H. Sherritt, 124 Madison av. I

454—ANETHYST, ORRVILLE, O., meets 1st and 3d Thursdays, in B. of R. T. Hall. Mrs. Adda M. Porter. ... P Mrs. Zadia Hodell. ... S Mrs. Jessie George. ... I

455—PRIDE OF 377, MATTOON, ILL., meets 2nd and 4th Thursdays, 2 p.m., in I. O. O. F. Hall. Mrs. R. R. Anderson, 2504 Western av. Mrs. J. P. Anderson, 909 Broadway. S Mrs. Geo. S. Henderson, 2409 Prairie av. ... I

456—RAINBOW, LAS VEGAS, NEV.

KANSAS—C. J. Rhuland, Chr., Oswa-tomle, Kan. H. E. Hansen, Sec. & Treas., 622 E. Lincoln av., Wellington, Kan.

MAINE—S. E. Doteu, Chr., 831 St. John st., Portland, Me. A. L. Chase, Sec. & Treas., 89 Cottage st., Bangor, Me.

MASS.—H. H. Wilson, Chr., 82 Bailey st., Lawrence, Mass. W. B. Flanders, Sec., Box 63, East Deerfield, Mass.

MICHIGAN—P. B. Sullivan, Chr., 938 Elmcrest, Green Bay, Wis. W. H. Kent, Sec. & Treas., 663 24th st., Detroit, Mich.

MINNESOTA—D. J. Hayes, Chr., Two Harbors, Minn. M. T. McMillan, Sec., 903 Watson av., St. Paul, Minn.

MISSOURI—John Laybourn, Chr., 517 So. Hancock st., Sedalia, Mo.

MONTANA—J. H. Hall, Chr., Capitol Bldg., Helena, Mont. A. E. Barnes, Sec. & Treas., 406 Pine st., Lewiston, Mont.

NEW YORK STATE—W. C. Whish, Chr., 76 First st., Albany, N. Y. Geo. W. Wrightson, Sec. & Treas., Box 105, Ravena, N. Y.

NORTH CAROLINA—D. K. Wright, Chr., Raleigh, N. C. W. D. Fethel, Sec., Spencer, N. C.

OHIO—Jas. A. Lathrop, Chr., box 2, Station E, Toledo, Ohio. Frank L. Osgood, Sec., Westerville.

OKLAHOMA—W. L. Blessing, Chr., Box 332, Shawnee, Okla. M. Lund, Sec., 524 N. Aydelotte st., Shawnee, Okla.

PENNSYLVANIA—Thos. T. Sheridan, Chr., Conemaugh, Pa., C. E. Reese, Sec., 617 Pine st., Scranton, Pa.

SOUTH CAROLINA—H. E. Thompson, Chr., 2012 Marion st., Columbia, S. C. E. Conlon, Sec., 824½ Meeting st., Charleston, S. C.

TEXAS—C. D. Johnson, Chr., 18N. Fifth st., Temple, Tex. T. P. O'Rourke, Sec. & Treas., 1612 E. 7th st., Austin, Tex.

VIRGINIA—B. R. Catlin, Chr., Chestnut Hill, Richmond, Va. J. D. Lawrence, Sec., Manchester, Va.

WASHINGTON—Geo. O. Larnhart, Chr., 2206 East 3d av., Spokane, Wash.

WEST VIRGINIA—A. L. Heffner, Chr., Fairmount, W. Va. O. G. Temple, Sec., Russell, Ky.

WISCONSIN—O. S. Wilber, Chr., 523 W. Mifflin st., Madison, Wis. John Meeks, Sec. & Treas., 911 Prentice av., Ashland, Wis.

457—ROCK ISLAND, ELDORADO, ARK., meets in B. of L. E. Hall. Mrs. Agnes L. Moore. ... P Mrs. Bertrade Gordon. ... S Mrs. Bettie Pittman. ... I

458—THE LADIES OF THE NORTHWESTERN, GREEN BAY, WIS.

459—THE HOLY CITY, PALESTINE, ILL.

State Legislative Board.

ARKANSAS—J. E. Mills, Chr., 912 North st., Little Rock, Ark. E. Gipson, Sec. & Treas., Box 180, Van Buren, Ark.

CANADA—O. Lawrence, Chr., 70 Southwick st., St. Thomas, Ont. Byron Baker, Sec. & Treas., 104 First av., Ottawa, Ont.

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Lincoln, the Capital of Nebraska.

Lincoln, the capital of Nebraska, the home of William Jennings Bryan and 60,000 other people, is also the home of Subdivision 98 of the Brotherhood of Locomotive Engineers. In view of the approaching union meeting of the B. of L. E. to be held in Lincoln, Neb., June 29 and 30, 1909, under the auspices of Subdivision 98, a few facts pertaining to our city might be timely and perhaps interesting to our prospective visitors.

Lincoln is located 55 miles west of the

Missouri river midway between Chicago and the Rocky Mountains, on the great plains of Nebraska, and where this thriving busy city now stands was 40 years ago a bleak and barren prairie still the domain of the buffalo and the hunting-ground of the red men.

Fifty years ago the population of the then Territory of Nebraska was less than 5,000, and was still known as the Great American Desert. Nebraska was admitted as a State in 1867, and when we note the rapid strides the State has made in various lines since then it is easy to



PERSPECTIVE VIEW OF LINCOLN, NEB., LOOKING NORTH FROM CAPITOL.

comprehend the wonderful growth of Lincoln, her capital. By an act of the legislature in session at Omaha in 1867, then the capital of Nebraska, a commission was appointed to select a site to relocate the capital. This commission after viewing many localities finally decided upon a site on the open prairie at the headwaters of Saline river or what is commonly known as Salt Creek; they provided for the surveying of a town site and named it Lincoln in honor of our martyred President Abraham Lincoln.

The city is located in the midst of a fertile agricultural district in the Salt

author of the law organizing the Territory of Nebraska failed to have his name perpetuated in its capital, but yielded the honor to his great rival.

The town was laid out with broad streets 100 and 125 feet in width, and on the highest point were reserved four blocks square for the location of a capitol, which was to be built from the proceeds of the sales of the lots by auction, the first lot so sold bringing \$40; provisions were also made for the location of several state institutions, and three lots each were presented to all church denominations that agreed to build



SOUTHEAST CORNER STATE UNIVERSITY CAMPUS, LINCOLN, NEB.

Creek basin, at an elevation of 1,045 feet. The location of the capital at this point was due in part to the numerous radiating branches of Salt Creek, but more especially to the saline springs which, in the early days, furnished salt to the Indians and the buffalo and later to the emigrants and the early settlers of Nebraska.

The names of Lincoln and Douglas are strangely associated in Nebraska. The site selected for the capital in 1867 and named Lincoln is practically identical with the one proposed 10 years earlier to have been called Douglas. Thus, the

houses of worship within a reasonable length of time, and so the start was made for a great and growing inland city.

The growth of the settlement was very slow from the beginning owing to the hardships encountered in all new and undeveloped countries; the nearest railroad was more than 60 miles distant and consequently all building material and freight had to be brought here by ox teams. The grasshopper raids of 1873-1876 also had a retarding effect on the growth of the town, but as years rolled on immigration from the older states in-

creased, railroads began building in from all directions and the barren prairies soon became dotted with the dugout of the first settlers, and as the country grew Lincoln grew.

Today Lincoln is a city of upward of 60,000 inhabitants as the next census will verify; it is a railroad center from which radiate 15 lines owned and controlled by the following great companies: Chicago, Burlington & Quincy, Chicago & Northwestern, Chicago, Rock Island & Pacific, Union Pacific and Missouri Pacific; several electric interurban lines

Military Academy, and other minor institutions of learning. Among the state institutions located here in addition to those noted above are the State Agricultural Farm, Home for the Friendless, Hospital for the Insane, State Orthopedic Hospital, State Penitentiary, State Fair and Historical Building.

Lincoln is an ideal home city, its well-paved streets, beautiful lawns and attractive residences have made for it a reputation as a home city, of wide extent; and its attractions in this way are beyond comparison. Its schools, its



FIFTEENTH STREET, LINCOLN, NEB., LOOKING SOUTH FROM O STREET, CAPITOL IN THE DISTANCE.

also reach out from this city; as a distributing point, therefore, or as a convention city, Lincoln is not excelled by many larger towns.

Lincoln is an educational center, the Athens of the West. The State University located here ranks with the highest institutions of its kind in the United States, nearly 3,500 students being enrolled; in addition we have here the Wesleyan University, the Cotner University, the Seventh Day Adventist Colleges, State Agricultural College, the State University of Music, the Nebraska

churches, and its general environment, place it in a class above many older and larger cities—57 churches, numerous schools, three public libraries and the fourth building—less than 20 members on its police force, the number of saloons limited to 25, and their hours from 7 a. m. to 7 p. m., may be cited as a criterion. Upward of 50 newspapers and periodicals are issued in Lincoln, thus placing the Lincoln post-office 18th in the list of cities in second-class postal receipts, regardless of population.

Lincoln has its own waterworks and furnishes the purest and cheapest water of any city of its size in the country. The city owns its lighting plant in competition with several private plants, and is in consequence the best lighted city to be found in the West, it being frequently alluded to as "The Electrical City."

The \$2,000,000 gravity switchyards of the Burlington now in course of construction, the Burlington shops at Havelock, a suburb of Lincoln, Capital Beach, a pleasure resort where our union meeting visitors will be entertained, besides many

mountain trail, halted irresolutely near the abrupt turning at Farrell's bluff. He appeared to be meditating deeply. Suddenly he threw up his head, squared his shoulders and hurried on, not in the direction of the boarding-house in the gulch, but toward Farrell's cabin.

Farrell's cabin consisted of two log houses joined together and chinked with mud. There were other cabins of the same simple architecture scattered over the mountain side and nestled in the gulches, but white curtains hung at the Farrell windows, and the windward side



THOMPSON'S FOUNTAIN, ELEVENTH AND J STREETS, LINCOLN, NEB., FOUNTAIN DONATED TO LINCOLN BY HON. D. E. THOMPSON, AMBASSADOR TO MEXICO.

other points of interest in and about Lincoln, will well repay a visit to our city.

H. WIGGENJOST, Div. 98.

The Taking of Lorena.

BY ANNE HEILMAN.

(Copyright, 1908, by Associated Literary Press.)

Although it was the second week in May, there were sudden and chill whiffs of wind from the north, accompanied by flying particles of ice and snow, grim warning that winter had not yet renounced its sway in the northland.

Floyd Jordan, striding down the steep

of the living-room was hung with gay Navajo blankets.

The brown fur of a mountain bear was on the floor, and its mate was spread luxuriously beneath the red pillows of a couch. And, set like a torch in the south window, a geranium, potted in a brilliant Indian basket, lifted its scarlet bloom.

But Jordan felt without seeing this harmony. He was looking into the face of the girl who had opened the door. It was a face of light and shade which spoke the swift thought before the voice found words, a face to hold a man's glance in a

crowd. Closing the door, she resumed her seat by the fire without replying to Jordan's genial greeting.

He seemed to fill the room. Six feet two and broad-shouldered, he looked even larger in the clumsy canvas coat, corduroys and high-laced boots of the prospector. He whipped his hat against his knee, evidently disconcerted by the girl's hostile attitude.

"That you, Floyd Jordan?" inquired a voice from the inner room.

"Wouldn't be very neighborly not to drop in with your mother sick and your dad away, would it?"

"Didn't I tell you that I never would speak to you again, and that I never wanted to see you?" she said fiercely, taking a few steps toward him. Even in that critical moment, with her eyes blazing unjust and unreasonable anger, the miner's heart throbbed acknowledgment of the tall, pliant, reed-like grace before him.



UNITED STATES COURT AND POSTOFFICE BUILDING, LINCOLN, NEB.

"Yes, Mrs. Farrell. How're you feeling?"

"Some better, I'm glad to say. Set down and warm yourself, Floyd. 'Tain't to be wondered at that people have rheumatism in a land where there is ten months' winter. If you'll shut the door, Loreny, I'll get up and dress."

Lorena closed the door.

"Floyd Jordan, what are you coming here again for?" she burst out suddenly.

"Yes, Lorena, but I have just a little hope that you don't always mean what you say."

"Don't you think I mean it when I tell you I've heard how you bragged to the boys at the store that you could take me whenever you got good and ready?"

"I never said it in that way. Someone has garbled my words to suit their own purpose. Why, I've loved you from the first time I ever set eyes on you. I've been thinking of building a cabin on

my claim—if you'll have me, Lorena. If you won't I'll sell out and go to the States."

"You can't go any too quick to suit me," answered the girl, her voice tense with scorn. "And you can tell them loafers at the store that I'm not to be taken so easily. I'd rather die than marry you, Floyd Jordan."

"I reckon that settles it," said Jordan, rising and buttoning his coat. "Please tell your mother goodbye for me," and he was gone.

ing figure. He had almost reached the bluff. If he passed it she knew she would never see him again. Something stirred in her throat. The long stretch of trail that ran away through the dreary landscape seemed like her life, and Floyd was going out of it. Her heart yearned for him. What would her life be without him?

"Loreny, where are you?" called Mrs. Farrell, emerging from the bedroom fully shod. The girl was not in the room. Her mother opened the door and looked



CITY HALL, LINCOLN, NEB.

"Loreny Farrell, what have you been and done?" demanded her mother, limping into the room in her stocking feet. "You know's well as I do that Floyd never said nothing to nobody about you! The Blake girls made it all up, jealous 'cause you'd caught the likeliest young feller in the camp. You've driven him away for good this time. He'll keep his word—he always does—and go to the States."

She re-entered the bedroom for her shoes, and Lorena stealthily opened the door and looked after her lover's retreat-

out, but a wall of whirling white met her vision.

"My God!" she gasped. "The child's gone after him."

She knew the risk. All morning the storm had been brewing, and now it thundered by, a veritable blizzard, the sort that swoops down on the northwest territory as late as June and as early as August. It compels the settler to string a wire from house to stables; it sets men circling in the snow; it catches little children coming home from school and buries them in monstrous drifts.

A knock sounded on the door, and Floyd entered, noisily stamping the snow from his feet.

"Thought I'd come back and have another talk with Lorena," he began.

"O Floyd, she's gone after you!" cried the distracted woman, wringing her hands. "I saw her footprints pointing toward the bluff. She got sorry right after you left."

"I'll find her," said Floyd quickly. "Don't worry." And he dashed back into the storm.

When Lorena softly closed the kitchen

fleecy clouds. She never even made the bluff.

And when she found that she had missed it and tried to retrace her steps the drift had filled her tracks. If she could only strike the trail! In desperation she turned to the right and turned to the left, but one turn offset the other.

Thus she struggled on and on and still on until in spite of the biting cold the perspiration burst from every pore. This was well enough as long as she kept moving, but when the time came that



LINCOLN, NEB., AUDITORIUM, WHERE UNION MEETING IS TO BE HELD JUNE 29 AND 30.

door she could just see Floyd rounding the bluff.

"Floyd! O Floyd, come back!" she called, all her reserve gone, her fierce pride thrown to the stormy winds that blew the fringe of her shawl into her eyes.

Realizing that he could not hear her she started after him, but by the time she had covered half the distance a sea of white swept in between and blotted him from view.

She hurried on, calling his name repeatedly, but the furious wind tore at her breath and walled her about with

she must stop she would freeze all the quicker from her present warmth.

This, being born and bred of the northland, Lorena knew, and the knowledge kept her toiling, toiling on until her tired limbs compelled a pause in the shelter of a bluff. She leaned panting against a rock, all unconscious of a pair of eyes which glared from a willow thicket near by.

While she rested the green lights in the eyes flared brighter, a long red tongue licked the grinning jaws hungrily, and forth from his covert stole a lank, gray wolf.

Lorena uttered a frightened cry. This was no coyote, to be chased with a stick, but a wolf of timber stock, a great beast, strong as a mastiff. He emitted low snarls as he slunk in half circles across her front. He was undecided.

So while he circled, preparing for a spring, drawing a little nearer at every turn, Lorena fell back—back toward the bluff, keeping her white face always to the creeping beast.

With sudden inspiration she took off her heavy shawl and threw it, blanket-wise, over the wolf's head and then fled

around, she saw the wolf, licking his hungry jaws, crouching for the final spring. With a bitter cry she fell upon her knees and closed her eyes.

Just then two shots rang out in quick succession. Looking up, she saw Floyd Jordan, with his smoking revolver in his hand, standing over the prostrate beast.

"Floyd, O Floyd!" she sobbed as he came to her with eyes tender and anxious. He picked her up from the snow, wrapped her in his coat and held her against his breast.

The storm was lifting. Farrell's cabin



LANCASTER COUNTY COURT HOUSE, LINCOLN, NEB., BRO. W. WIGGENJOST, DIV. 98, CUSTODIAN.

desperately. Once clear of the shrubs she ran on, plunging through drifts, stumbling, falling, to rise again and push her flight.

Of direction she took no heed. Her only thought was to place distance between herself and the famished brute. But when, weary and breathless, she paused to rest, out of the drab drift stole the lank, gray shadow.

With a terrified shriek Lorena ran and ran and ran as the tired doe runs from the hounds. At last she stopped, spent, unable to take another step. Looking

could be plainly discerned not a quarter of a mile distant.

"I'm dead sure now I'll build that cabin on my claim," Floyd said as they started homeward.

Spring Beauties.

BY MARGARET RICHARDS.

(Copyright, 1907, by P. C. Eastment.)

"Uncle John!"

No answer.

"Uncle John!"

"Um—hm." He did not put down his

paper, but you knew he was listening.

"Do you s'pose any 'spring beauties' have blossomed yet, Uncle John?"

Slowly he lifted his eyes and turned his head to the window. A ray of warm spring sunshine slanted across the bare branches of the old elm; already the lawn was tinted here and there with green. You waited expectantly, your hand on Guy's great black head.

"Too early," and Uncle John disappeared again behind the folds of his paper. At no time was Uncle John's conversation likely to be adorned with any unnecessary words.

Breathless and rosy you halted to unlatch the gate. Out of the corner of your eye you saw the front door open, but you pretended not to notice, not even when Uncle John's warning voice floated to you down the pathway:

"You'll get your feet wet!"

On you went, the spring echoes in your ears, the spring sunshine in your eyes, to find your way suddenly blocked by a figure in front. Wonderingly you took your eyes from the glory of a newly leaved maple to see why the figure so obstinately stood in one place. A familiar face laughed down at you.



UNIVERSITY TEMPLE, LINCOLN, NEB.. DONATED BY JOHN D. ROCKEFELLER.

You sighed and stood looking out of the window, a wistful, disappointed little girl; looking while the huge Newfoundland dog beside you pushed his cold nose against your hand and licked your fingers with his great, rough tongue; looking while the budding maple bough beckoned and the million tiny little voices of spring called to you and a lovely little path bordered with sweet flower faces unfolded itself invitingly before your mind's eye.

You could stand it no longer. With a happy little cry you ran out of doors and raced with Guy along the path.

"O, Cousin Grace!" you cried delightedly.

Cousin Grace did not stay with Uncle John and Aunt Martha as you did. She lived with her father and mother in a house quite at the other end of the town. Nor was she a little girl like you, but a beautiful young lady, with bright shiny hair and wonderful blue eyes, and when she smiled—the sleeping beauty, you thought, and Cinderella and the beautiful princess in the tower must all have looked like Cousin Grace.

"Where are you going?" she asked, and you joyfully explained. If she

would come with you she, too, might pick "spring beauties," you suggested. And, although she laughingly shook her head over the flowers, she, too, must have heard the spring voices, for she turned and followed you along a path that wandered away from the road through clumps of young maples and silver birches.

"This is fine!" you cried, racing Guy to an alder bush, then scampering back again. A memory of past frolics enveloped you. "If only Mr. Ned

said so. She said she guessed you were sorry enough, now Mr. Ned has gone to New York, that you flirted so—so—so (you drew a long breath)—so outrageously," you finished, with conscious pride.

"Nonsense!" said Cousin Grace, and you saw that her eyes were very bright and her cheeks seemed uncommonly pink. "Nonsense, Aunt Martha should remember"—

She never finished, for with a short bark Guy made for the little stream, his



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were here," you mused regretfully.

Cousin Grace said nothing, but the pretty smile faded suddenly from her lips. You regarded her in astonishment. Could it be possible that she did not want him too? Why, she and you and Mr. Ned had always had the greatest fun. Silently reproachful, you raised your eyes to her face, and two tears rolled slowly down your cheeks.

"I wish you wouldn't look at me like that," she said almost sharply.

"But it is your fault. Aunt Martha

tail waving frantically as he disappeared behind the rows of alders skirting the bank. One look, and with a glad cry you followed him, skipping from stone to stone in short-skirted freedom.

On a rock in the middle of the stream, tall, broad-shouldered, his clothing wet; his heavy boots streaked with mud, stood Mr. Ned, his pipe in his mouth, peacefully fishing.

"Hello, little dame! How do, Guy, old boy!" he called gayly, and then he dropped his line and landing net abruptly

and, cap in hand, leaped quickly across the stepping stones and held out his hand to Cousin Grace. He had run up from New York for a couple of days' trout fishing, he said, and was so glad to see his old friends, and then they sat on the rocks and talked of such tiresome things as game laws and trout fishing and the greenness of the willows, while you broke off alder twigs and threw them into the stream for Guy to catch.

Suddenly Cousin Grace looked straight up into Mr. Ned's eyes.

Ned. "We shall have a cottage in a pretty suburban town; nothing very elaborate, just a comfortable, homy little place with porches and a little ground. And we shall not be extravagant in the furnishing—just our books and pictures, a couple of good rugs and a few pieces of old mahogany," he ended, smiling dreamily upstream.

"It is late"—Cousin Grace spoke coldly—"and if we are to find 'spring beauties' we must go on." She rose as she spoke and gave him her hand.



STATE CAPITOL, LINCOLN, NEB., SOUTH FRONT.

"I hear you are happy in New York."

"Yes," said Mr. Ned.

"Cherchez la femme?" she questioned.

"I see you have found me out," said Mr. Ned.

"Then there is somebody?"

"Yes."

"And you really are to be married?"

"In the fall," replied Mr. Ned promptly.

"Ned"—Cousin Grace put out her hand wistfully, her lips trembling—"I hope you will be happy."

"Thank you, I expect to be," said Mr.

So you went on, although the brightness of the spring day had departed—went on and left Mr. Ned throwing out his line and whistling cheerfully.

And then you came to the little path that had unfolded itself before your mind's eye, a path that pushed through the alders and willows and stretched over tiny threads of water that wandered away from the little stream.

It was there that you found them, clusters of "spring beauties," raising their delicate flower faces from the

muddy ground. You dropped on your knees beside them. You laid your face softly against them, going from cluster to cluster in an ecstasy of delight. Not until you had plucked a handful of the frail stalks did you remember Cousin Grace."

"I've found them! I've found them!" you shouted. Still kneeling, you turned and looked back along the path, then you rose slowly to your feet.

In the middle of the path stood Cousin Grace and Mr. Ned. She had been crying, for her eyes were still wet, but she

was the beautiful princess, and the prince had but claimed his own. Wide-eyed and happy, you confronted them, while the pale "spring beauties" slipped from your fingers and lay upon the ground unheeded, a silvery, fragrant offering at love's shrine.

The Ghost of Hanging Rock.

BY WAULTER SCOTT.

Everybody knew about the ghost. It had been the theme of fireside stories since the days when George Krohn, the



PERSPECTIVE VIEW OF LINCOLN, NEB., LOOKING WEST FROM COUNTY COURT HOUSE.

looked beautiful now and was smiling as Mr. Ned held her hands and looked down at her.

"You would not listen to me. I had to resort to desperate measures," he said, "and anyhow I wasn't so far out of the way, for I am going to be married in the fall, am I not, sweetheart? You know there never has been—can never be—anyone but you," he added as his arms closed about her.

Your eyes grew big with wonder and delight. You did not understand how it had happened. You did not care. It was like a lovely fairy tale. Cousin Grace

patriarch of the neighborhood, had been badly frightened by it while seeing fair Nancy Price home from a spelling bee; and now, that Nancy Price Krohn's grandchildren were telling it to the other children of the town, the story of "The Woman in Black of York's Landing" had lost none of its weird interest, and the five divisions of the C. M. & St. P. R. R. that centered in the little town each had its men who believed and those who did not believe that the ghost of a woman lurked in and around the precipitous rock, known as Hanging Rock, on the banks of the Mississippi river, where the trains of

the La Crosse division swept around and often seemed to graze the very bow of a steamboat landed just beneath it at York's Landing.

I had been firing on the flyer between North McGregor and La Crosse for some time and the one desire of my life was to do something to cause Emmsley, my engineer, to quit the run.

Emmsley was an Englishman who not only annoyed me by clipping his h's, but he further annoyed me by paying overdue attentions to Janie W., the only girl I ever loved, or ever will love, so help me Robinson Crusoe.

Another thing, I knew that if Emmsley would quit or get fired I would get his run because of my knowledge of this, one of the crookedest, rockiest, pieces of road on the C. M. & St. P. system.

I had pondered o'er the question as to how I could get Emmsley to give up his job and leave town until I was at my wits' end, but nothing seemed to present itself that would in any way help me along to gracefully accomplish the one aim of my life, and that was to become engineer of that old La Crosse flyer and to stand "A" string on the bow with Janie.

In truth, Emmsley was a good enough fellow and would have been all right anywhere else only in a Janie crowd, and he never suspected that I wished him back in that dear Africa or any old place where moth or rust doth not corrupt.

He was dead gone on Janie and felt himself pretty secure in that quarter; but then I was dead in love with the girl and didn't feel very secure as long as he was a competitor.

We had an afternoon run from La

Crosse to North McGregor and returned the same night, and one day, as we were sliding around the curve at York's Landing, the sight of a man standing on the top of Hanging Rock put a bright idea into my head.

I would tell Emmsley the story of The Ghost of Hanging Rock on the return trip in the evening and get him all worked up (he was very superstitious and I



HANGING ROCK ON THE BANK OF THE MISSISSIPPI.

knew it would impress him); and then some night I would take a lay-off and sneak up there and play ghost and swoop down in front of the track in a long black mantle, just as the tradition went in regard to the apparition, and frighten Emmsley so that he would give up his run and, well—I knew it was an engineer for Janie, and I was dead sure of the place for reasons, as I have told before.

Why, dear me, there were places on that road where the engineer could reach out from the cab window and flag the rear end of his train, such sharp curves were there, and at places the track simply threaded the bank of the river. Dangerous? Well, yes, to anyone who did not know every crook and turn.

It was a busy season of the year and there was scarcely an idle man on the system, and I knew that in spite of freights or anything else I would get that run if I could oust Emmsley, and here the plan lay before me like an open book. What an idiot I was that I had not thought of it before! Janie and I might have been married now.

I was happy as a lark on the rest of the run and throughout the five hours lay-over before we started back, and could hardly wait until the allotted time to spring the ghost story on Emmsley. Visions of a happy fireside with Janie as my bride constantly flitted through my brain, and everything was favorable for me, even to the inky darkness that came upon us as we started out.

We were speeding along on the journey and gradually getting nearer the place where I had decided to start the story and, at my incessant talking, Emmsley made the remark that I "sure was in ha'venly humor this hevening."

I answered back, "Yes, I am in a heavenly mood and I'm even thinking of heavenly things. Say, Emmsley, did you ever hear the story of The Ghost of Hanging Rock?"

His answer to my question was in the negative, and I began a graphic recital of the tale of the white woman and her aged father who had met death at the hands of the Indians in the days of the early settlement of the country, the woman being murdered and scalped at Hanging Rock and the father being tied by thongs beneath a rock a little farther north, where he lay and starved to death and where to this day the imprint of his face upon the rocks stands as a lasting memorial of the dark deed.

We were by this time nearing the rock and I was just at the climax of the story and was telling how the ghost of the

woman clad in a long black gown had often been seen around the rock when Emmsley, white as death, and with a cry of "My God, look ahead!" clutched my arm.

I did as he had bidden and what I saw just ahead of the engine and directly beneath the rock froze my very blood with horror. What seemed to be a woman in a long black flowing garment was floating just above the track ahead of us and waving her arms so that the folds of the mantle she wore flapped weirdly up and down with a quivering awful motion that chilled every drop of blood within me.

I looked at Emmsley. He was riveted to the spot and trembling like an aspen.

"Stop the engine," I implored of him in a voice that frightened me even worse with its rasping half whisper. "Maybe it is some person."

"Not hon your life," said he "Hit's a wraith hand you know hit."

I looked ahead. The thing was still there—that fluttering, vibrating, motion of its mantle folds almost stifling me.

I glanced at Emmsley to tell him to open the throttle and get away from the terrible unearthly thing, but I could not speak. My tongue seemed hung to the roof of my mouth and I felt that my eyes were bulging from their sockets.

He seemed to discern what I meant from the look, for in a twinkling we were at breakneck speed, but the ghost was still there ahead of us and just as I felt things around me beginning to assume unnatural form and color—just as I felt unconsciousness steal over me—there was a final flutter of the hideous wings, a click, and the frightful thing was no more. It had vanished as swiftly as it had come, and the shock of it had restored me to my senses so that I did not entirely collapse, but until we reached La Crosse Emmsley and I never either of us uttered a word. We were as two deaf mutes tending to business with clock-like motion; each heart beat counting as a stroke of time when the journey should be at an end.

At last the depot at La Crosse was reached, and at the sight of the dispatcher's welcome face, I turned and left

the engine, not even giving a farewell look at Emmsley.

I walked to my boarding-house, packed up my belongings, and out of town, making straightway for Seattle where I spent 10 years amid new and different scenes, trying to forget that awful night on the La Crosse flyer; and a short time ago a longing to look over the old ground and a wondering as to what became of Emmsley and Janie (I had writ-

best fireman 'e hever 'ad, hand many his the time 'e 'as wondered w'at became hof 'im hand wished 'e 'ad stayed by the hold hengine long henough to know ha more hof The Ghost hof 'Angin' Rock."

"My God, Emmsley," I entreated of him, "let us not recall that terrible night."

There was a twinkle in his eye as he answered:

"Sir, Hi will not recall the night, but Hi feel honor bound to tell you that Hi



Subdivision 756, while holding a meeting at Las Cascadas, Canal Zone, adjourned, and Bro. J. M. Matchette made the photograph from which the above plate was made. An interesting group to many localities.

—Courtesy Bro. A. Stoner, Div. 756.

ten to her many times but no answer) came over me and I returned to find them married and happy, he on the passenger that makes a morning run to La Crosse and returns in the afternoon.

They both gave me the glad hand and there was a little youngster of about six who answers to the name of "Scotty."

"You see," said his father by way of explanation, "Hi called 'im hafter you because 'is dad halways remembered the

stayed hin the cab that night, halong-side the dispatcher hand hinto the round-ouse, hand 'e was the one who discovered the big moth that was sittin' hon top hof the reflector, hand hif hit 'adn't jumped haround a bit hand Hi 'adn't seen w'at kind hof ha shadow the thing made with hits flappin' wings by the haid hof the 'eadlight, Hi would 'ave steered shy hof the Ghost hof 'Angin' Rock myself."

A Woman's Way.

BY GERTRUDE JAMES.

(Copyrighted, 1908, by E. C. Parcells.)

The Jim Crow mine had been shut down for repairs, and its engineer, Frank Burton, was free to take a vacation. His sister Olive had come on from New York to join him in the outing, and young Taylor and Williams were to make up the quartet for a mountain camp.

When supper had been eaten one night at Andy's stage house, half-way on the journey to the site selected, and while all

No one sang with her. The hymn was a surprise to all, even to herself. The last words were dying away when from the veranda in front and through the open door and window came the second verse, in a rich, deep voice, of that hymn which has made more women weep and more men reflect than any other written by human hand. Every one looked up, but no one moved hand or foot.

When the singer had finished, they heard a light step on the veranda, the creak of a saddle, and there was no longer anyone outside. There were only



BRO. J. T. HEATWOLE, DIV. 451, AND PARTY OF HUNTERS ON COLE CREEK, RIO BLANCO COUNTY, COLO.

sat in the room which was office and bar.

The girl was asked to sing. There were the grim mountains shutting them in. There were the black night and the falling rain. There was the feeling, at least on her part, that she was shut out from the world. These things sobered her. She felt the awe of them, and after a bit she softly sang:

"Nearer, my God, to thee, nearer to thee,
E'en though it be a cross that raiseth me;
Still all my song shall be,
Nearer, my God, to thee;
Nearer, my God, to thee;
Nearer to thee.

the darkness and the pouring rain.

"My poor house is honored tonight," said the landlord, with a laugh. "First, the lady from New York; second, Happy Harry. If I had champagne I'd open a bottle."

"Happy Harry, the road agent!" shouted all the men in chorus.

"The same. He meant to turn in here, but the sight of the young lady scared him. A modest and retiring young man is Harry. I didn't know before that he could sing. He'll have to shelter in a gulch somewhere tonight."

The notes seemed to be echoing about the room yet and floating out of door and window to lose themselves among the crags and peaks and storm clouds, and the girl sang in a voice scarcely above a whisper:

"Still all my song shall be,
Nearer, my God, to thee;
Nearer, my God, to thee;
Nearer to thee."

"He has held up more stage coaches than any other three men combined," resumed the landlord as he looked around with something like pride in his face. "Reg'lar daredevil, but not bad at heart.

to show his feelings. They'll catch or kill him sooner or later, and I for one shall be sorry for it."

For an hour the talk ran on about the man who had come and gone so mysteriously, and the girl was a silent and sober listener. The wind had risen to a gale, and the door and window had to be closed against the driving rain.

She was thinking of the loneliness and discomfort of him they talked of—of what he was and what he might have been. Then when someone remarked the lateness of the hour Miss Olive walked to the



A STRING OF DEER KILLED BY BRO. J. T. HEATWOLE AND PARTY NEAR MEEKER, COLO.

—Courtesy Brother Heatwole, Div. 451.

Got the birth and breeding of a straight-out toff. Guess he ain't in the business for money, but out of recklessness. You can gamble that he's got a history back in the East somewhere."

"Then you don't call him a real bad man?" asked the girl somewhat anxiously.

"Bless your heart, Miss, but could a real bad man sing that there hymn with the feeling he did? There was almost a sob in his throat as he finished, and wild horses couldn't have dragged him in here

window and peered out into the night and sang again :

"There let the way appear steps unto heaven,
All that thou sendest me in mercy giv'n;
Angels to beckon me
Nearer, my God, to thee;
Nearer, my God, to thee;
Nearer to thee."

Next day the camp was pitched in a long, narrow valley, with the grim mountains coming close down on each side and the ends lost in the hazy distance. A colored man followed them from Virginia City to do the cooking, and after things

were running smoothly the engineer and his companions began hunting and prospecting. Ten days had passed, and the men were away one quiet afternoon when the girl, swinging lazily in her hammock and looking up at the grim peaks, felt a feeling of awe and reverence stealing over her and softly sang:

"Still all my song shall be,
Nearer, my God, to thee;
Nearer, my God, to thee;
Nearer to thee."

And lo! From close beside her a voice repeated the last two lines of the refrain and brought her out of the hammock and upon her feet in an instant.

the big boulder there is a cave. I wanted to lie up in there for a couple of weeks and give these ribs a chance to mend. Of course I did not know you were here. A thousand pardons. I will go elsewhere."

"No. You shall go up there, and I will see that you are made comfortable. The colored man shall bring you everything needful. Go at once before some one comes. Please go!"

The man smiled and bowed and took his way up the hillside, and Moses, coming up just then with a supply of fuel, was told of the stranger's presence and



CANADIAN PACIFIC RAILROAD BRIDGE OVER BELLY RIVER AT LETHBRIDGE, ALBERTA, CAN.

Said to be the longest and highest railroad bridge in the world; its total length 5,327 feet, height 307 feet; longest span, 167 feet; shortest span, 67 feet. When the bridge is completed it will shorten the route to the Crow's Nest Pass through the Rocky Mountains about seven miles.—Courtesy Bro. J. M. Stark, Div. 750.

Leaning against a tree scarce two yards distant she saw a young man of less than 30, with his cap in his hand and a smile of apology on his bronzed and handsome face. He was roughly dressed, and yet the garments did not fit him ill.

"A thousand pardons for the intrusion," he said as he bowed low.

"You—you are the man who sang at Andy's and you are hurt," she said as she took a step forward.

"Only a bit of an accident, miss—two or three ribs broken by a fall from my horse. I know this place. Up behind

pledged to aid and secrecy. A flask of brandy was filled, bedding and food flung together, and these things he carried up to the cave.

An hour later a sheriff's posse arrived, but they made no discoveries. The man they had been trailing for three days seemed to have vanished off the face of the earth.

On the afternoon of the fifth day, all the men being away again, the girl climbed the hillside, and, sitting down beside the boulder with her back to the cave, she said to the man inside, who

gave her greeting and protested his gratitude:

"You must have had a home—father, mother, brothers and sisters perhaps?"

And then he told her his story—told it to a human being for the first time. It was the old, old story—pranks at college, a stern father, an obstinate son, harsh words, the going away from home with a heart full of bitterness.

"And, now, when you are better?" she asked as his story was finished.

"I've been thinking. I shall do no more of it. I may go back and take my place in the world again. I have not taken human life and am not beyond redemption."

"God grant that you go back!" she fervently exclaimed. "I think there are spies around the camp, and I dare not come to you again. If you go at night, when all is quiet, give me a sign, a sign that you are going back to those who must still care for you—to honesty, honor and respectability."

He promised. At midnight five nights later a terrible storm swept the mountains and the valleys again. There was no sleep for anyone in the camp until the storm passed away and the stars shone again.

The last lingering raindrops were falling upon her tent when a sound caused the girl to rise from her couch and part the flaps of her tent and look out. From up the hillside came the words of the refrain:

"Still all my song shall be,
Nearer, my God, to thee;
Nearer, my God, to thee;
Nearer to thee."

"What is it, Olly?" asked the brother as he looked out of his own tent.

The girl did not answer. There were tears in her eyes and a sob in her throat. Happy Harry was going away. He had given her the promised sign. He was going home to father, mother and sister, and the mountains and valleys would know him no more.



CANADIAN PACIFIC BRIDGE.

Showing the travelling crane which weighs 300 tons, 180 feet in length, and will lift 85 tons and put it in place.—Courtesy Bro. J. M. Stark, Div. 750.

Couldn't Buy What He Wanted.

Did you ever have the experience of being unable to buy something that you wanted, although you had the money to pay for it right in your pocket? If so, you are not the first one who has had a

similar experience. The *Merchants' Journal* tells a story of a traveling man who got a check cashed at Denver, and among the bills given him was one of the denomination of \$100. He kept spending his small change for hotel and other expenses until when he came to pay his hotel bill at Las Vegas he found that in addition to the hundred-dollar bill he had only 50 cents. This was not

he got to the station, he found that he did not have enough mileage in his book to carry him to his next stop, Albuquerque. The station agent was also suspicious and refused to sell him a ticket and take the price out of that hundred dollar bill. So the Emporia man had to go back to the hotel. He said that the hotel would have to trust him for his board if he stayed and that he would



A group of Brothers on a pleasure trip to Hot Springs, Ark., composed of Bros. Geo. Holmes, Div. 10; T. C. Barber, A. S. Town, L. A. McFarlan, Div. 159; D. W. Tuck, 317; L. D. Johnson, A. Undem, 294, and H. L. Grumbling, 772.
—Courtesy Bro. George Holmes, Div. 10.

sufficient to pay his bill, and when he flashed the hundred-dollar bill on the clerk that individual regarded him with suspicion. He also refused to make the change for the bill. A boy was sent out to get the bill changed, but came back with it unbroken. The Emporia man's train was whistling when the boy got back, and he had to make a run for it and leave his hotel bill unpaid. When

like to borrow enough money to pay his way to Albuquerque. The clerk finally let him have the price of the ticket for a wonder, and the Emporia man got to Albuquerque with just 40 cents in his pocket in addition to the hundred-dollar bill. He found a shoe merchant that he used to know and related his troubles in the hope that the merchant would help him out by changing the bill or vouching

for him, but the merchant evidently concluded that possibly the Emporia man had gone wrong since he had last seen him and didn't offer to come to his rescue. The Emporia man hadn't had his breakfast and was getting hungry. It seems absurd to think of a man with a hundred dollars in good money in his pocket going hungry, but here was a man in that position. His 40 cents were all right as far as they went, but that wasn't enough to get a first-class breakfast. Finally he struck a 15-cent lunch. It wasn't the best, but it looked fairly good to him on that morning. Then he concluded to use the quarter he had left to pay for a telegram to a customer down the road asking him to meet him and let him have some money. The answer to the telegram came back "collect," with 25 cents charges. Again the Emporia traveling man flashed up his hundred-dollar bill, but the telegraph operator said that he couldn't change it, at the same time giving the Emporia man a look which seemed plainly to say, "What sort of a reuben do you think I am to be taken in on a skin game of that sort?" The Emporia man was traveling on the California limited from Albuquerque. The train carries a diner, but by that time the Emporia man had become timid. He was afraid to try that bill on the dining-car conductor. But the train was delayed by a washout. Dinner time was past, and the train was still on the desert. The Emporia man could not stand it any longer and concluded to try the diner anyway. He went in and ate a hearty meal. When the waiter came around with the plate, he put on the hundred-dollar bill. The waiter glanced at it and then said: "Boss, I guess you will have to come again. That dinner is a dollar and eighty-five cents." "That isn't a dollar bill," said the Emporia man. "It is a hundred-dollar bill, and there is a 50-cent tip in it for you if you'll get it changed." The waiter took the bill to the conductor, who came back and intimated to the Emporia man that he would like to have some real money. The Emporia man was getting desperate. He was really

beginning to feel that he was guilty of trying to palm off a counterfeit, but he pulled himself together and put up so good an argument that he finally persuaded the conductor that he was worthy of confidence. A canvass of the train was made, and the bill was finally broken, but the Emporia man was loaded up with forty dollars in silver.—*The Sample Case.*

Immigration Conference.

There was a conference of labor leaders held in Washington, February 10, upon the call of Secretary of Commerce and Labor Straus, unique in both its personnel and its objects, the object of the conference being the interchange of ideas as to the present and future policies of the Bureau of Labor and Bureau of Immigration, which in their operation exert an important influence for good or evil upon the status of American workmen. Those present at the conference held in the office of Secretary Straus were:

Hon. Oscar S. Straus, Secretary of Commerce and Labor; Daniel J. Keefe, Commissioner-General of Immigration; Charles P. Neill, Commissioner of Labor; T. V. Powderly, Chief Division of Information; Samuel Gompers, President American Federation of Labor; Frank Morrison, Secretary American Federation of Labor; John Mitchell, member Executive Council, A. F. of L., New York, N. Y.; Jos. F. Valentine, member Executive Council A. F. of L., Cincinnati, O.; W. G. Lee, Grand Master Brotherhood of Railroad Trainmen, Cleveland, O.; Warren S. Stone, Grand Chief Brotherhood of Locomotive Engineers, Cleveland, O.; W. S. Carter, President Brotherhood of Locomotive Firemen and Enginemen, Peoria, Ill.; A. B. Garretson, Grand Chief Order of Railway Conductors, Cedar Rapids, Ia.; Frank T. Hawley, President Switchmen's Union, Buffalo, N. Y.; H. B. Perham, President Order of Railroad Telegraphers, St. Louis, Mo.; Wm. F. Yates, President Marine Engineers' Beneficial Association, New York, N. Y.; T. J. Dolan,



IMMIGRATION CONFERENCE, HELD IN WASHINGTON, FEBRUARY 10, 1909. AT THE CALL BY OSCAR STRAUS, SECRETARY COMMERCE AND LABOR. Those of the conference present at the sitting for the above picture were: Reading left to right, standing—Daniel J. Keefe, W. S. Stone, W. S. Carter, Frank Morrison, F. T. Hawley, A. B. Garrison, T. V. Powderly, John Mitchell, Timothy Healy, and Mr. West, Secretary Straus, Chief Clerk. Sitting—Wm. F. Yates, Secretary Straus, T. J. Dolan, Samuel Gompers, Wm. G. Lee, T. F. Tracy, H. B. Perham, Thos. Nolan, Jos. F. Valentine.

General Secretary International Brotherhood of Steam Shovel and Dredgemen, Chicago, Ill.; Thos. F. Tracy, Vice-President Cigarmakers' International Union, Chicago, Ill.; Thos. Nolan, Fourth Vice-President International Brotherhood of Boilermakers and Iron Shipbuilders; Timothy Healy, President International Brotherhood of Stationary Firemen, New York, N. Y.; P. J. Conlon, representing International Association of Machinists, Washington, D. C.; J. D. S. Baird, President Order of Railroad Telegraphers, Dispatchers, Agents and Signalmen, Philadelphia, Pa.

One woman, Mrs. Georgia Ferguson, attended as a representative of a convention of unemployed recently held in St. Louis, Mo. The problem of the unemployed was one of the principal topics, as it has close relation to immigration, which tends to create an undesirable surplus of laborers.

The proceedings were opened by Commissioner General of Immigration, Daniel J. Keefe, who stated the objects of the conference and announced the list of those who would deliver formal speeches as Secretary Straus, W. S. Stone, William F. Yates, Samuel Gompers and Terence V. Powderly.

At the beginning of his remarks, Mr. Straus took occasion to state that, while he had not consulted President Roosevelt with respect to calling the conference, he knew that he was acting as would the President in his position. Mr. Straus declared that all that the President has done and much that he has recommended, has been for the purpose of redressing the grievances of the masses.

"In carrying forward the great work intrusted to it, this gathering," said Mr. Straus, "is unique perhaps, being the first of its kind ever held. Usually, when labor men come together, the first question is, 'What is the trouble?' There is no trouble now. This department wants to get the benefit of your wisdom and co-operation so as to avoid trouble. Our purpose is constructive. I do not contemplate the formation of any organization, but that is a question for your consideration.

"You could be of great help to this department if you could draw up some statement of labor conditions as they actually exist in this country. The information obtained in such a statement might be distributed by our consuls abroad and many who would otherwise be induced to believe this country an Eldorado of high wages for inferior labor, would be given a knowledge of what they could reasonably expect on arrival in the U. S.

"There are many agencies which promote immigration to this country, for profit, by misleading as to the conditions really existing in our labor market. They put profit above the human and their nefarious methods frequently result in great hardship and suffering to the deluded immigrant. It is one of the main objects of this conference to devise means of properly dealing with and eliminating this evil."

Secretary Straus said he would ask the conference to consider the draft of a bill amending the present immigration law so as to enlarge the scope of the work of the Bureau of Immigration and Naturalization. He stated the position as at present to be neither inimical nor favorable to immigration. He declared the immigration laws to be designed simply to keep out undesirable classes.

President Gompers stated that there were more than 2,000,000 workers out of employment, and read a summary of reports made especially for the occasion by the various bodies of industrial workers affiliated with the American Federation of Labor, which showed that at that time in no trade were there less than 15 per cent of the workers out of employment; while in many of the principal lines of industry, from 40 to 50 per cent of the toilers were then idle and had been for months past.

An animated discussion followed as to what the National Government could do to relieve the situation in such a time of depression by either giving employment to men on some great public works, or assist those out of employment to sections of the country where labor might be in demand.

In this connection it was pointed out



HEADS OF THE FOUR BROTHERHOODS EMPLOYED IN THE TRANSPORTATION DEPARTMENT OF OUR RAILROADS, IN ATTENDANCE AT THE CONFERENCE.
 FROM LEFT TO RIGHT: J. C. FARR, GEORGE W. BROWN, J. C. FARR, GEORGE W. BROWN.

that the farmers of the Middle West were each year in dire need of farm help and harvest hands at the very time that the demand for labor was at the lowest ebb in many industrial centers. Secretary Straus suggesting that some plan be devised whereby the unemployed could be provided with transportation to the western farms where they were needed, and to enable them to return to their homes when the season was over.

This brought about another and very important phase of the discussion, "To discover some effective means to counteract the baneful influence of unscrupulous steamship agents and others who, by misrepresentation reaching to positive knavery, induce through fear of some impending danger from the authorities of their own country or, with glowing pictures as to labor conditions and wages that can be earned and wealth to be obtained with little effort, induce herds of immigrants to cross the Atlantic, to struggle themselves, and become at the same time a menace to the American laborer, all for the sake of the fees the agent receives and the money the steamship company gets for transporting them.

Another subject under consideration was means to make effective the "Foundation for Industrial Peace," the tribunal of arbitration which President Roosevelt founded by his donation of the \$40,000 Nobel peace prize which was awarded to him for the prominent part he played in bringing about the end of the Russo-Japanese war, our Grand Chief, Bro. W. S. Stone, being selected by the President as one of the commission.

This is the first instance of such a conference in this country and establishes a precedent of great import to our laboring people. It was entirely informal but deliberative in a large degree, the labor representatives entering freely into the discussion; and it will doubtless lead to an intelligent and sympathetic co-operation between organized labor and the agencies of the Government in better guarding the interests of the American workmen and incidentally, the deceived portion of immigration from the Old World.

Germany has its Advisory Council,

Austria its Labor Council, and France its Supreme Council of Labor to discuss the welfare of labor with the Government representatives of each of these nations, and this conference is, no doubt, the beginning of a co-operation of like character here, that ought to be commended by all interests who do not want to pauperize American labor. — EDITORIAL GLEANINGS.

Standard Time.

BY CHARLES C. CROOKS.

Standard time may be defined as time based upon a certain definite meridian that is adopted as the time meridian for a wide extent of country, in place of the various meridians upon which local mean time is based. Its advantage is that neighboring places then keep exactly the same time, instead of differing by a few minutes or seconds according to their differences in longitude, a matter of especial importance in connection with the operation of railroads and telegraphs, or the transaction of any business wherein contracts involve any definite time limits.

The United States adopted standard time in 1883, on the initiative of the American Railway Association, and at noon on November 18 of that year the telegraphic time signals sent out daily from the Naval Observatory at Washington were changed to the new system, according to which the meridians of 75 degrees, 90 degrees, 105 degrees, and 120 degrees west from Greenwich became the time meridians of Eastern, Central, Mountain and Pacific standard time, respectively. When it is noon at Washington, Baltimore, Philadelphia, New York and Boston it is precisely 11 a. m. at Chicago, Minneapolis, St. Louis and New Orleans; 10 a. m. from Dakota to New Mexico, and 9 a. m. at all points on the Pacific Coast.

Previous to 1883 the methods of measuring time in the United States were so varied and so numerous as to be ludicrous. There were 50 different standards used in the United States, and on one road between New York and Boston,

whose actual difference is 12 minutes, there were three distinct standards of time. Even small towns had two different standards, one known as "town" or local time and the other "railroad" time. Naturally this condition of affairs caused endless complications, and railroad officials were harried to the point of despair in their efforts to make time-tables that could be understood by the public.

By general consent the credit of formulating a method of regulating time and bringing order where chaos reigned before is given Mr. W. F. Allen, Secretary and Treasurer of the American Railway Association, and since 1872 editor of the *Official Railway Guide*. In recognition of this achievement Mr. Allen is often referred to as "Father Time" or the "Father of Standard Time."

There are people who will recall what excitement prevailed the day on which this almost world-wide revolution in measuring time took place. There were some who declared such a thing an outrageous and impertinent meddling with the affairs of the Almighty, and there was one clergyman who declared that this presumption on the part of puny humans would be followed by some terrible visitation signifying the anger of the heavenly powers. The Charleston earthquake did follow soon after, and no doubt the worthy clergyman considered this a special fulfillment of his dire prophecy.

The probability of arriving at some definite and practicable manner of computing time seemed almost hopeless, and railroad men were about to decide that the difficulties in the way of standardizing time were practically insuperable, when in April, 1883, Mr. Allen announced that he had worked out a system which he considered practicable. His plan was based upon the even hour difference, but in other respects differed materially from all other systems previously suggested. So simple and so carefully worked out was the plan that the Railway Association gave it their unanimous endorsement, and recommended that Secretary Allen go ahead and obtain its adoption.

At noon on November 18, 1883, there was a general resetting of watches and clocks all over the United States and Canada, and the four great time zones, one hour apart, into which the country was divided came into being. So smoothly did the plan work that the general readjustment was accomplished without great difficulty and it has worked satisfactorily ever since.

Other countries were quick to take notice of the convenience of this new arrangement, and many of them have adopted the same system. With the exception of France and Russia, every European country regulates its railroad and local time by the Greenwich meridian or meridians exactly one or two hours from it. South Africa, Australia, Japan, the Philippine Islands and Porto Rico also have their time reckoning upon meridians differing by even hours from that of Greenwich.

The meridian, 180 degrees east and west from Greenwich which crosses the Pacific Ocean, is called the international date line. Here each day has its birth at the instant when it is *exactly noon of the preceding date* at Greenwich and 7 a. m. at Washington.

It is thus evident that if a vessel bound across the Pacific were to continue her old calendar, without change, she would find upon arrival in Japan, Australia or New Zealand, that she was one day behind in the day of the week and month. To avoid this it is customary, upon crossing the 180th meridian, to drop a day when bound west; to repeat a day when bound east. For instance, in the first case, Monday, October 24th, would be followed in the log book by Wednesday, October 26th, and in the second case, Monday, October 24th, would be followed by another Monday, October 24th.

A curious thing brought out by a consideration of this date line is the fact that the total duration or life of each day, if we consider the entire globe and not merely a single locality, is 48 hours instead of 24 hours. For example, imagine yourself close to but west of this line, near the equator, at midnight, when the new day begins. Remain there until

noon and the day will then have lasted 12 hours. Now suppose that you move west with the sun overhead all the time, until you return close to but east of the date line. During this rapid trip of 900 knots (nautical miles) per hour, you will have passed 24 hours, all the time at noon of the same day, making 36 hours in all. Finally, if you wait there until the day ends, at midnight, it will add 12 hours more, making 48 hours for the total duration of that single day.

Some philosopher has said that the appreciation of the value of correct time

such signals cover such a large extent of territory or render such great service to both water-borne and inland commerce. They have, in fact, become an essential part of our every-day life, as transmitted by the co-operation of the Western Union Telegraph Company, the Postal Telegraph Company, and the American Telephone and Telegraph Company, all of which receive the signals over special wires connected directly with the transmitting clock at the Naval Observatory.

The series of noon signals is sent con-



GENERAL COMMITTEE OF ADJUSTMENT, N. O. M. & C. R. R.

E. Todwell, Sec.

John Crabtree, Chr.

W. B. Bacott.

is a good index to the civilization of a nation, and in this respect the United States is among the very foremost. Since August, 1865, telegraphic time signals have been sent out daily from the Naval Observatory, and they now reach every part of the country, as well as Habana and Panama. The Pacific coast states and Alaska receive their time signals from the observatory at the Mare Island Navy Yard. Nineteen time-balls are dropped by these signals in the principal ports of our Atlantic, Pacific, Gulf of Mexico and Great Lake coasts, and probably in no other country do any

tinuously over the wires all over the United States for an interval of five minutes immediately preceding noon. For the country east of the Rocky Mountains the signals are sent out by the Naval Observatory at Washington and end at noon of the 75th meridian, standard time, corresponding to 11 a. m. of the 90th meridian, and 10 a. m. of the 105th meridian. For the country west of the Rocky Mountains they are sent out by the observatory at the Mare Island Navy Yard, and end at noon of the 120th meridian, the standard time meridian of the Pacific coast. The trans-

mitting clock that sends out the signals is corrected very accurately, shortly before noon, from the mean of three standard clocks that are rated by star sights with a meridian transit instrument. The noon signal is seldom in error to an amount greater than one or two-tenths of a second, although a tenth more may be added by the relays in use on long telegraph lines. Electric transmission over a continuous wire is practically instantaneous.

New Year's or midnight signals from Washington Observatory have been received at such distant points as City of Mexico in $\frac{1}{100}$ of a second; Greenwich, England, in $\frac{1}{10}$ seconds; and Wellington, New Zealand, in 4 seconds.

Power of Water.

When a man goes in swimming at the seashore and slaps the water forcibly with his hand or takes a back dive from a pier and lands squarely on his back he realizes that the unstable liquid offers not a little resistance. Yet, says a writer in the *New York Tribune*, it would surprise almost anybody to see what water will do under certain conditions.

A stream from a fireman's hose will knock a man down. The jet from a nozzle used in placer mining in the West eats away a large piece of land in a day, toys with great boulders as if they were pebbles and would shoot a man over the country as though he were a projectile from a cannon.

There is a story of an Eastern blacksmith who went West and made a bet that he could knock a hole through the jet of one of these nozzles with a sledge hammer. He lifted his arms, swung the sledge and came down on the 10-inch stream with a force that would have dented an anvil. But the jet, never penetrated, whisked the massive hammer out of the blacksmith's hands and tossed it several hundred feet away into the debris of gold-bearing gravel beneath a crumbling cliff. After this the blacksmith left out iron when he spoke of hard substances.

There is also a power plant near Du-

rango, Colo., where a United States cavalryman one day thought he had an easy job in cutting a two-inch stream with his sword. He made a valiant attack. The result was that his sword was shivered in two and his wrist broken.

A little thinner jet of water descending 1,600 feet to a manufactory at Grenoble, Spain, and traveling at the moderate speed of 100 yards a second, fractures the best blades of Toledo.

Of course some people will not believe such stories without having seen the thing, and one may think it a proof of the scientific imagination to say that an inch-thick sheet of water, provided it had sufficient velocity, would ward off bombshells as well as steel plate.

Nevertheless many persons while traveling have seen a brakeman put a small hydraulic jack under one end of a Pullman car and lift 20 tons or so by a few leisurely strokes of the pump handle, and the experience of riding every day in a hydraulic elevator tends to remove doubts of the magic power possessed by water hitched to a machine.

Use of Coal in Antiquity.

The first mention of coal in the annals of mankind occurs in the Bible, Proverbs xxvi: 21, and is as follows: "As coals are to burning coals and wood to fire, so is a contentious man to kindle strife." This was written about 1016 B. C., at the time King Solomon came into power. Part of his dominion was Syria, and ancient coal mines are worked in that country today. There are several other references to coal in the Bible, all of a later date. Tools and cinders have been found near the Roman wall, indicating that the Britons were familiar with the use of coal prior to the Roman invasion, about 54 B. C.

The first actual record of a coal transaction is the receipt for 12 cartloads of coal written by the good abbot of Peterborough, A. D. 852.

Years before the Christian era coal was in common use in China. Anthracite coal is powdered, mixed with wet clay and

rolled into balls. These are dried in the sun, and the poor use this fuel in little hand furnaces precisely as they did centuries ago. Marco Polo speaks of seeing, in 1275, "a kind of black stone in Cathay that is used to burn better than wood." Marco Polo's countrymen refused to believe the traveler's tale.

The earliest historic mention of coal in the United States is by the French Jesuit missionary father, Hennepin, who, in his journal of 1769, speaks of traces of coal appearing on the banks of the Illinois river, and makes the site of a "cole mine" on the James river near Richmond, the first mine opened for the market. In 1766 anthracite was discovered in the Wyoming valley and a sample of the coal sent to Thomas and Wm. Penn in London.—Carrington Phelps in *Metropolitan Magazine*.

The Saving Habit.

The first lesson a man is given to learn when he enrolls in the school which qualifies for success is to put by part of his salary every week. The truest friend in time of adversity is the bank account and the surest foundation upon which to build a fortune is the accumulated savings of months and years. The habit of putting money away is reflex in its action. The money itself is a valuable accessory, and the quality of mind and character developed through this habit makes for ultimate success. The man who can calmly pass by the tinsel and glitter of civilized life, whose money is not drawn from his pockets by every tinkling sound, is a man who will have small cause for complaint at the world's treatment. He will develop beyond the influence of triflers.

A man who cannot withstand trivial temptations to spend money has not in him a stiff enough backbone to make a success of any venture. He could be turned aside from his undertaking by the first bauble that caught his eye, like some infant enthralled with a toy balloon—the stores, the streets, the places of amusement, all furnish temptation to a young man to part with his money. If his ideal, the purpose within him, is not

stronger than those outside inducements his salary will be frittered away on unnecessary expenditures, and his life will be a failure. It is the order of mind such a course of action indicates that spells failure, not the mere fact of being without money, though the possession of a small sum of money has often made ultimate success possible.—*Express-Gazette*.

Mortality from Consumption in Dusty Trades.

"The mortality from consumption in dusty trades" is the subject of an article by Frederick L. Hoffman in Bulletin No. 79 of the Bureau of Labor, Department of Commerce and Labor. The writer discusses the processes and working conditions in occupations where, because of dust, the employment is injurious to health and leads to the development of consumption in particular. Much valuable material from official sources and from insurance mortality experience is also presented, showing the excessive mortality in dusty occupations. Forty-two occupations are considered, divided into four groups according as they are subject to exposure to metallic dust, mineral dust, vegetable fiber dust, or animal and mixed fiber dust.

Of the deaths from all causes among males 15 years of age and over in the registration area of the United States, 14.8 per cent were from consumption. According to industrial insurance experience the corresponding proportions were 36.9 per cent for occupations exposed to metallic dust, 28.6 per cent for those exposed to mineral dust, 24.8 per cent for those exposed to vegetable fiber dust, and 32.1 per cent for those exposed to animal and mixed fiber dust. The occupation showing the highest consumption mortality was grinders, among whom 49.2 per cent of all deaths were from that disease.

In each occupation group the highest consumption mortality was among persons from 25 to 34 years of age, the proportion of deaths from consumption for that age group being 57.2 per cent in occupations exposed to metallic dust, 47.6 per cent in those exposed to mineral

dust, 53.9 per cent in those exposed to vegetable fiber dust, and 53.3 per cent in those exposed to animal and mixed fiber dust, as compared with 31.3 per cent for males in the registration area.

In conjunction with the industrial-insurance mortality experience, occupational mortality statistics are presented from the reports of the United States census, British official reports, and the occupation mortality statistics of Rhode Island, which furnish additional evidence of the health-injurious effects of exposure in the occupations considered. These injurious effects are reflected in the comparatively small proportion of persons of advanced years, a higher general death rate, and very high specific death rates from consumption and other respiratory diseases.

It is the opinion of the author that by intelligent methods of ventilation and dust removal the consumption death rate among wage-earners can be reduced from 2.2 per 1,000, the rate based on the number of deaths among gainfully employed persons 10 years of age and over in the registration States in 1900, to 1.5 per 1,000, the average rate for 200 small cities, as shown in the mortality statistics of the United States census for 1901 to 1905. Such a reduction, the author estimates, would result in an annual saving of 22,238 human lives and would add 15.4 years of life for every death from consumption avoided by rational conditions of industrial life. Such a gain would represent a total of 342,465 years of additional lifetime, and by just so much the industrial efficiency of the American nation would be increased. Placing the economic value of a year's lifetime at only \$200, the total average economic gain to the nation would be \$3,080 for every avoidable death of a wage-earner from consumption, representing the enormous total of \$68,493,000 as the aggregate annual financial value in the probable saving in years of adult human life. With such results clearly within the range of practical attainment, nothing within reason should be left undone as a national, state, and individual or social duty to prevent that needless, but

now enormous, loss of human life from consumption due to the unfavorable conditions in American industry.—*United States Bureau of Labor.*

Persians at Birth.

The Persians have a way of saying on the birth of a child: "O little one, you come into the world with cries while all around are smiling. So live that you may go out with smiles while all around are crying." Compressed within this simple prayer are all the things that make life worth living, all the things that rob death of its terrors. To go out with smiles, in the happy consciousness of a life well spent and unfaltering trust in the beneficence of the unknown beyond!—*Globe-Democrat.*

Growls.

Don't wait for fortune to smile on you. Fortune doesn't smile all the time. When she does she usually favors those who hustle and not those who wait.

A lot of trouble would be saved if people would aspire only to do that which they can do best, then hustle in doing that, and not growl if things do not go to their liking, but look pleasant and keep going.—*Agricultural Advertising.*

Motto of Success.

A Swede among the miners in the West was noted for always striking pay dirt. His fellows thought there must be some secret to the unusual success of the Swede and questioned him as to how he always succeeded in finding the spot where the gold cropped out.

"Vell, Ay don't know ef Ay can tell anytang 'bout dat," answered Ole. "Ay only know dat Ay yust keep on diggin'."—*Cleveland Leader.*

Good Once a Year.

A prominent minister said that men all over the world have a common thought on Easter Sunday, and that for some this is the only reverential day in the year. But we feel that one who has absorbed the lesson of the Golden Rule, "Do as you would be done by," is always reverential.—EDITOR.

In the Conscience.

Sure healing is not in the storm, or in the whirlwind; it is not in monarchies, or aristocracies, or democracies, but will be revealed by the still, small voice that speaks to the conscience and the heart, prompting us to a wider and wiser humanity. — *Lowell.*

Women of Diplomacy.

Almost all the celebrated women have gained their fame by diplomatic means. The famous women of Jewish history were all subtle in their methods—Rebecca, Jael and Herodias, to name but a few of them. What born diplomatists, too, were Catherine of Siena, the great saint, and Catherine de' Medici, the great sinner! The list of them down the ages is unending. — *Woman's Life.*

A Hoosier's Opinion.

A minister recently in a sermon on "The Garments We Wear" says: "The great industrial system of which we are so proud is founded on the bodies of wage-earners. The products are stained with the blood of children and soiled with the tears of women."

This is a reason why you should ask for the label in the garments you buy. One-third of the ready-made men's clothing is made in New York. Seventy per cent of the garments are made by women in tenement homes. A woman, with the assistance of her two children, working day in and day out, averaged 12 pairs of trousers a day, for which she received 60 cents. — *Labor Journal, South Bend, Ind.*

The No Grog Law.

In July, 1862, Congress revolutionized the American Navy by passing the historic law providing:

"That from and after the 1st day of September, 1862, the spirit ration in the Navy of the United States shall forever cease, and thereafter no distilled spirituous liquors shall be admitted on board of vessels of war except as medical stores and upon the order and under the control of

the medical officers of such vessels and to be used only for medicinal purposes.

"From and after the 1st day of September next there shall be allowed and paid to each person in the Navy now entitled to the spirit ration 5 cents per day in commutation and lieu thereof, which shall be in addition to the present pay."

And since that day there has been no "grog" in the United States Navy.

Poor Economy.

"Considering the risks and the penalties," said a customs official, "smuggling is poor economy. It reminds me of a Philadelphia woman. Worn out with the winter's gayeties, this Philadelphia woman went to Atlantic City to pass Lent restfully. She departed in a very weak, rundown condition, and her husband was dreadfully shocked—yet not incredulous either—when he received one day this wire:

"Come down to Atlantic City at once. I am dying. Helen."

"The wretched man slammed down the lid of his desk, grabbed his hat and reached Atlantic City by the first express. In a ravishing toilet his wife was at the station to meet him with the hotel motor bus.

"But—but," he stammered, "what did you mean by that telegram about dying?"

"Oh," she explained, laughing. "I wanted to say that I was dying to see you, but my 10 words ran out, and I had to stop."

In a Pullman Smoker.

A group of men were in the smoking compartment of the Pullman coming to New York. Shortly after the train pulled out of the station at Wilkesbarre, Pa., cigars were produced from each individual vest pocket, lighted and before long a general conversation was begun. Various topics were discussed, and finally each began to ask the other where he resided.

"My home?" replied the one, "why I live at Tunkhannock, Pa.

A faint smile crept across the faces of some of the men.

"And where do you hail from?" was asked of another.

"Why—why I reside at Conshohocken, near Philadelphia."

The smiles became broader.

"And where, oh! where, do you make your abiding place?" was asked of the little thin man, who had done a bit of questioning himself.

"My home is in Pawtucket, Rhode Island," was the reply, in a somewhat ruffled tone, 'and I can lick the first man who dares to laugh out loud.'—*New York Times*.

What would have happened if there had been one in the party from Pottstown, Chambersburg or Podunk?—EDITOR.

Strange Indeed.

The other day an ingenious looking person called with the message to the housewife that her husband had sent him for his dress suit, which was to be pressed and redone by the tailor.

"Dear me," said the housewife, "he said nothing to me about it. Did he look quite well?"

"Yes, mum; he was in good health and spirits."

"And he seemed quite as if he knew what he was about?"

"He did that, mum."

"And did he look as if he were quite content with things about him?"

"He was all that, mum."

"Well," said the lady, "it seems strange that he should only think of that dress suit now, because it's 10 years since he's dead and buried, and I've often wondered how he's been getting on."—*Philadelphia Inquirer*.

A Jolt for the Judge.

Governor Fort, of New Jersey, tells this story: An old Quaker woman was a witness in a case which was being tried one day before Judge Garrison over in Jersey, and she wore a big poke bonnet which muffled her ears and prevented her hearing the lawyer's questions. Finally the lawyer appealed to the judge, and he ordered her to remove her bonnet.

"I'll do no such thing," she said tartly.

"I am accustomed to having my will respected," said the judge.

"Well, I don't care if you are a judge, that bonnet stays right where it is."

"Perhaps, Madam," the judge put in ironically, "you would like to take my place as judge, too, eh?"

"Not a bit of it," she shot out, "there are enough old women on the bench in Jersey as it is."—*Philadelphia Record*.

The Spinal Cord.

A young teacher whose efforts to inculcate elementary anatomy had been unusually discouraging, at last asked in despair: "Well, I wonder if any boy here can tell me what the spinal cord really is?" She was met by a row of blank and irresponsible faces, until finally one small voice piped up in great excitement: "The spinal cord is what runs through you. Your head sits on one end and you sit on the other."—*Rochester Herald*.

The Philosopher Puzzled.

The proprietor of a tanyard was anxious to fix a suitable sign to his premises. Finally a happy thought struck him. He bored a hole through the doorpost and stuck a calf's tail into it with the tufted end outside. After a while he saw a man standing near the door looking at the sign. The tanner watched him for a minute and then stepped out and addressed him. "Good morning, sir," he said. "Good morning," said the other without taking his eyes off the sign. "Do you want to buy leather?" asked the tanner. "No." "Perhaps you've got some hides to sell?" "No." "Are you a farmer?" "No." "What are you, then?" "I'm a philosopher. I've been standing here for nearly an hour trying to find out how that calf got through that hole."—*Dairy Worker*.

The Cause of It.

"Why did you leave your last place?" asked Mrs. Hiram Affen.

"You see," replied the pretty servant maid, "the last couple I was with didn't agree—"

"The idea! Why should their disagreements interest you at all?"

"It was about me. He liked me and she didn't."—*Philadelphia Press*.

A Realization.

"Did you go into that speculation you were talking to me about?" "Yes." "What do you expect to realize from it?" "Just at present there's a strong prospect that I may realize what a fool I was."—*Equitable Record*.

Railway Liability Upheld.

The court of last resort in New York has upheld the liability law passed by the legislature, which abolishes the "fellow servant" doctrine and makes the employing company responsible for injuries to employees no matter by whom caused. The corporations have fought this law bitterly, but have lost.

The principle by which employers were relieved of responsibility was announced some sixty years ago in this country by the chief justice of Massachusetts and has been very generally followed ever since. The opinion was written by a man of vast legal learning in the principles of law, but he belonged to the old school of jurists and since his day practical conditions have largely changed. The annual loss of life and limb among railway employees alone in this country is very great and is only to a slight extent lessened by the use of air brakes. The recklessness of employees is to a large extent the cause of the trouble and the unfortunate thing is that one man's fault may cause so much disaster.

That an employer should not be responsible for the injury caused to one employee by another seems reasonable enough at first, but it is strange that at the same time the principle has been carried out for generations that while life and limb need not be paid for, property losses must be compensated. A careless employee wrecks a train and kills the conductor and ruins a lot of goods. The owner of the goods gets his money, but the widow of the dead man has no redress.

That principle has now been set aside in most States and will soon disappear entirely.—*Philadelphia Inquirer*.

Some Historic Court Decisions.

Charles Sumner was the bravest champion of human liberty ever heard in the United States Senate. He expressed the following views on courts and judges in a speech against the Fugitive Slave Law, just before the Civil War:

Let me here say that I hold judges and especially the Supreme Court of the country, in much respect. But I am too familiar with the history of judicial proceedings to regard them with any superstitious reverence. Judges are but men, and in all ages have shown a full share of frailty. Alas! alas! the worst crimes of history have been perpetrated under their sanction. The blood of martyrs and of patriots, crying from the ground, summons them to judgment.

It was a judicial tribunal which condemned Socrates to drink the fatal hemlock, and which pushed the Savior bare-foot over the pavements of Jerusalem, bending beneath his cross. It was a judicial tribunal which, against the entreaties of her father, surrendered the fair Virginia as a slave—which arrested the teachings of the great Apostle to the Gentiles and sent him in bonds from Judea to Rome; which, in the name of the old religion, adjured the saints and fathers of the Christian church to death, in all its most dreadful forms; and which afterwards in the name of the new religion, enforced the tortures of the Inquisition, amidst the shrieks and agonies of its victims, while it compelled Galileo to declare in solemn denial for the great truth he had disclosed, that the earth did not move around the sun.

It was a judicial tribunal which in France, during the long reign of her monarchs, lent itself to be the instrument of every tyranny, as during the brief reign of terror it did not hesitate to stand forth the unpitying accessory of the unpitying guillotine. Ay, sir, it was a judicial tribunal in England, surrounded by all the forms of law, which sanctioned

every despotic caprice of Henry VIII, from the unjust divorce of his queen to the beheading of Sir Thomas More; which lighted the fire of persecution, that glowed at Oxford and Smithfield, over the cinders of Latimer, Ridley and John Rodgers, which, after elaborate argument, upheld the fatal tyranny of ship money against the patriotic resistance of Hampden; which, in defiance of justice and humanity, sent Sydney and Russell to the block; which persistently enforced the laws of conformity that our Puritan Fathers persistently refused to obey; and which afterwards with Jeffries on the bench crimsoned the pages of English history with massacre and murder, even with the blood of innocent women. Ay, sir, and it was a judicial tribunal in our country, surrounded by all the forms of law, which hung witches at Salem, which affirmed the unconstitutionality of the stamp act, while it admonished "jurors and the people" to obey, and which now, in our day, has lent its sanction to the Fugitive Slave Law.—*Toledo Union Leader.*

A Canadian Decision.

The Supreme Court of British Columbia, sitting at Vancouver, has handed down a decision in an appeal case that is of great interest to organized labor. The plaintiff in the case was a stonemason from England, who applied for membership in the union, and was given certain work at the trade as a test of competency. He objected to the test on the ground that the work was different to what he was accustomed to, and was refused admission to the union. The men working with him notified the employer that they would not work with him, thus forcing his discharge to avert a strike. The stonemason then sued the union, through its secretary, for damages for loss of employment, and was successful in the lower court. On appeal the legality of the union's action was upheld and the action dismissed. The chief justice, in his opinion, said in part:

"In no case is there a greater obligation on the court to be alert in maintaining

the rights of both parties than in that originating in trade or labor disputes, and in none is it more difficult for the court to satisfy all persons that it has lived up to the time-honored tradition that it holds an even scale. Fortunately the facts in this case are not in dispute.

"It might seem that the defendants acted harshly, but that does not necessarily give rise to any legal liability or remedy. It cannot be disputed that a body of workmen may, for the protection of their trade and the promotion of their interests, associate themselves together, and prescribe conditions for the admission or rejection of others to the association, and, if any condition appears to work hardship by resulting in the rejection of any applicant, there is no remedy by which that body can be forced to associate themselves with the applicant. It would, indeed, be futile to attempt any such thing, as this would establish a thing conflicting with the undoubted right of men to choose for themselves their own associates.

"Similarly any body of men may decide for themselves the conditions under which they will agree to render service, to whom and with whom, and this involves the proceeding that they may quit an employer's service, having due regard to existing contracts, if the conditions of employment are such as dissatisfy them. It makes no difference in their legal rights if they complain of such a condition as the employment of another who does not see eye to eye with themselves. They can not be denied the right to settle for themselves whether they shall remain in the same employment, for with one or two apparent exceptions a legal act does not become illegal merely because done with questionable motives."

It will be seen that the judgment on appeal upholds the right of trade unions to place what test they see fit upon applicants for membership, and to refuse to work with those to whom they object, provided they do not violate any contracts by so doing, even though by their action they incidentally cause loss to others.—*Granite Cutters' Journal.*

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Wishing and Waiting.

I'd like to go over the ocean,
To get a few days of salt air,
My heart's dearest throbs of devotion
I'd give to the gods to be there;
But cold are the March breezes blowing,
And thin is the blood in my veins,
And freezing, and sleeting, and snowing,
Now cause me continual pains.

I'd like to go back to the places
I sported a fleet-footed boy,
At hurdling, at foot-ball, at races,
My heart bubbling over with joy;
But many long years have passed over
My head since I left the "Old Sod,"
Where life had the perfume of clover,
Out in the Cathedral of God.

I'd like to see hawthorn bushes
Aflame in their garments of white,
I'd like to hear blackbirds and thrushes,
They'd ravish my soul with delight;
Far off in that isle of the ocean
I heard them in infancy's years,
Even now, as I think, my emotion
Has got my eyes loaded with tears.

The sweet-briar fragrantly blowing,
The primrose that bloomed in the dells,
Sent perfume in lungfuls o'erflowing,
And scented the air with their smells;
But where are the frolicsome fellows,
My youthful companions in glee,
That scorned the river's low shallows,
And dived in its deeps oft with me?

Perhaps I may yet in my roving
Behold the bold Head of Kinsale,
And the girl long years I've been loving,
May cling to my side in the gale
That wafts us delightedly over,
To stroll on the long-wished for shore,
Where Kate and her constant old lover
May view their birthplaces once more.

SHANDY MAGUIRE

Union Meetings—San Antonio Commended.

NEW ORLEANS, LA., April 10, 1909.

EDITOR JOURNAL: Universal custom has made reunions very popular with members of the Brotherhood since its very infancy. Until quite recently they were less frequent and not so largely attended. For the past few years union meetings have been more frequent and seem to have good effect on the Brothers who are fortunate enough to participate in the meetings.

The question has often been asked if they are really beneficial as a whole to the Brotherhood.

Past experience upon the part of the writer, from personal observations, justifies an open and unbiased opinion on the subject.

Strictly speaking, reunions are called for the purpose of discussing measures and subjects directly beneficial to members, for the advancement and up-building of the Order, to listen to questions that have been submitted to our Grand Chief and Assistant Grand Chiefs for opinions, and the settlement of grievances that they have been called upon to administer and adjudge.

This part of the reunion alone is worth any Brother's time and money.

To attend a reunion just for the free "appendages" attached would, in my opinion, not be worth the time or money spent.

Any Brother who attends simply to avail himself of all the "free shows," I will venture to say, has ideals as to what constitutes a Brotherhood man that are not s'kin deep, and deserves no sympathy if not given an opportunity to enter and parade at some other fellow's expense.

This was plainly demonstrated at our last union meeting held in San Antonio, Tex., by a few who came more for pleasure than for the good of the Order; and I must openly confess it was one of the best meetings held in this or any other neck-of-the-woods by the Brotherhood, and great credit is due Brothers Shirley and Griffin and their able lieutenants in the manner they so efficiently managed this huge affair.

However, it mattered not how inspiring the words emanating from the lips of our Assistant Grand Chiefs, coupled with the entertainment and side trips arranged by the committee for the entertainment of visiting Brothers and their wives, a few felt inclined to censure the chairman and secretary and hold them responsible for not pulling off the trip to Mexico City.

The unexpected often happens in any great undertaking, and in such cases Brothers should remember, even though every side trip or entertainment should fail to materialize, they have been well paid by the union meeting itself, leaving all other side issues out.

The side trips to Galveston, Laredo, Matamoros, or Brownsville, were alone all that anyone might ask for.

The trip to Mexico City was a huge undertaking considering the expense, distance, characteristics of roadbed to and from the city; and the enormous number who made application for passes was enough to swamp any railroad company to attempt gratuitously to transport such a large crowd over its lines 2,000 miles. The rate offered members was an exceedingly low one and am glad many of the Brothers and their wives took advantage of the very low rate and visited the capital city of the Montezumas. I am glad many of the Brothers looked at the matter in a businesslike way and side-stepped in favor of some other point of interest.

Another important matter for our consideration is the frequency of these union meetings. The number held should be limited each year, remembering that the biennial conventions should be the mecca of all Brothers, and that due consideration should be given railroad transportation. Without free transportation many would be deprived of attending a union meeting or a convention, and the frequency of calling for transportation to places becomes a serious business proposition and should merit consideration by our members, quoting the old adage, "Don't ride a free horse to death." Two annual meetings should be sufficient, coupled with the fact that we have six

Assistant Grand Chiefs to instruct and visit Subdivisions, who are constantly in the field looking after the interest of this great Brotherhood. Therefore, union meetings should be reduced to a minimum and would ultimately redound to the best interest of the Order.

In conclusion, permit me to state on behalf of those who so ably contributed to the comfort and happiness of the visiting Brothers and Sisters of the G. I. A. while guests in San Antonio, that the interest displayed in the welfare of every Brother and Sister by Brothers Griffin, Shirley, Hagerson, Harris and Harding commend them to the deep consideration of every member of the two Orders.

To our Grand Officers—"Hat's off to them." They are all orators of no mean ability and the way they expounded the law would do credit to a Blackstone scholar.

Official "Press Agent" Bro. Tom O'Rourke needs no introduction. He is always there with the goods. His fertile brain is always busy writing up some resolution or discussing some important issue affecting the welfare of the Order. May Brother Tom live always!

Last, but by no means least, the eloquent and brilliant speech made during the last session by Bro. W. T. Christy, member of the Grand Board of Trustees, and one of the chief executive officers of the G. C. of A. on the Southern Pacific system, was listened to with marked attention. His peroration on the four cardinal principles of the Order brought forth applause.

Thus ended one of the most successful union meetings held under the auspices of our Brotherhood.

Fraternally yours,
UNCLE BENN, Div. 531.

12-Hour Law Would be Better.

SHREVEPORT, LA., March 22, 1909.

EDITOR JOURNAL: I desire to express the views of myself and about all of the members in this section. To start off with, we say: "All hail to the 16-hour law! May her reign be prosperous, happy

and short, and give way to her successor, the 12-hour law!"

Brother Parsons says after 9 hours and 30 minutes the law won't let him go out until he has had 8 hours' rest. There is no such clause in the law. The law says very plainly—must not be more than 16 consecutive hours and then have 10 hours off, nor more than 16 hours in the aggregate in any 24-hour period and then have 8 hours off before again resuming duties.

The 9½ proposition is more than likely one of the many efforts of the railroads to disgust the men with the law and so bring about an employees' appeal for its repeal.

Some men seem to have the idea that man was created only to work, eat and sleep. It is a sad commentary on our freedom when men who put their shoulder to the yoke can come out and clamor for the yoke to be chained, locked and riveted, not only on themselves but on their fellowman also.

I have long been a member of this Order and of other organizations. I first joined Div. 206, Temple, Tex., May, 1890. Later on account of ill health produced—by law, did you say?—oh no! Brother, but principally on account of no law, I had to quit the work and withdraw from the B. of L. E., and later rejoined Mark Twain Div. 629.

During the period of my work on the Santa Fe we had no law to curb either ourselves or the officials and during that time, on account of no law, I had to work long and weary hours to make a living. Many times I have worked incessantly for 60 to 70 hours, and on one occasion after having been on duty coming, going, and eating, *but not sleeping*, for almost 70 hours, I tumbled into bed, and after three hours' nightmare had the caller come after me; he could not wake me up, and so reported, and the foreman came back with him and the two together got me out of bed and washed my face and neck with cold water, and then told me to sign the call book. When I protested that I needed rest and was not fit to go out they replied that it was a stock train and I *must* go.

Oh, beautiful thought! that a man must be so free that he can go or be coerced into going out *with a stock train* as a menace to himself and every other man on the line.

The fact that I did not meet with nor cause disaster is no argument against the menace of permitting men so to work; but the numerous disastrous wrecks caused from that system demonstrate clearly that some restraint must be exercised in the cause of common humanity, and as the employer has always fought shorter hours and will always continue to do so as long as we have with us men who can only see the dollars and cents question of the immediate present, and will work hours out of reason and safety for big checks.

Arguing once with the general manager of a road for a certain rate of pay for a certain branch of the work, the general manager turned to me rather sharply and told me that a certain engineer had drawn a bigger check than the general superintendent or the superintendent of machinery, and asked me what in Hades I wanted—the whole road? He showed, also, where I had myself worked 11 days and the company had paid me \$101 for it; but how had it been done? By constant work—18 or 20 hours in a day. That is the club they use on you always. They never pick out the meager earnings of the extra man from which to draw deductions as to a proper rate of compensation for work. No indeed! Let the extra man starve himself half to death about nine months out of the year so that he may develop the desire for work good and strong and work himself to death by long hours when he gets to the regular stage, and so perpetuate the policy of paying a rate based on the maximum capacity of the hardiest and most robust of the class.

"God created man, male and female created He them." I wonder why? Was it so the male part could go out, and for an indefinite period, labor and toil to the extent of physical exhaustion, and then come to the domicile where the female has prepared a place to rest his weary

bones and a repast to rebuild the tissue destroyed by mental and physical strain, and then to rise and do so again? Did he create the female that she might stand in the door of said domicile and look longingly and strainedly for the coming of that same male and to see him hastily tumble into a restless bed, worn out and exhausted, and then to prepare a repast for him and see him hastily don his attire and leave again, to resume that same routine, and to incidentally be the instrument of propagating the race? Was this God's design? If so, I have never been able to comprehend God.

"In the sweat of thy brow shalt thou eat bread," does not to my view mean that incessant toil must be indulged in to the extent of exhaustion when food becomes unpalatable and the thought of it nauseating.

Look at the brickmason. He used to work 17 hours for 50 cents. He organized and commenced to fight for shorter hours. He talked it, thought it, worked it, preached it, and finally became so imbued with it that it was his individuality. He has made it his theme. He now works 8 hours and gets from 40 to 70 cents per hour, while engineers are working at from 35 to 45 cents per hour.

Structural steel workers, painters, carpenters, almost all classes, in fact, see the value of the shortened day or period of toil, leaving to man the opportunity for mental and spiritual development, that man may go onward and upward to that plane which God intended when he created him in His own image.

As for me, I say cut her again and once more again, and get to the point where man can have time to take his wife and children to church, to play, to social gathering, and to picnic, and yet have time to study the beauties of nature in her grand adornment and reach out to that spiritual exaltation when he can walk upright and free, realizing absolutely and enjoying properly that grand fact that God created man in His own image; male and female created He them.

Fraternally yours,

A. J. SCHMIDT, Chr. G. C. of A.,
L. R. & N. C.

Work Report and Performance of Duty.

PUEBLO, COLO., March 11, 1909.

EDITOR JOURNAL: Noting the wail from Brother Teasdale, so tearful in its evident sincerity, I have concluded that his lot is cast as roundhouse foreman among those engineers whom our own Dr. Corwin dissected in his paper read before the New York and New England Association of Railway Surgeons.

We all knew that the doctor didn't refer to us of the Centennial State, his near neighbors and close friends whom he knows from gizzard to scalp.

There is a certain satisfaction in locating such moral and mechanical derelicts. I believe in quarantining them in Tennessee and thus preventing contamination of the rest of us.

To illustrate how the fashions in engineers change, let me tell you a story:

On a certain important line of railroad whose right-of-way is close to the rim of the Arctic circle, where they have to muffle the exhaust to prevent its freezing, where such veteran snow-diggers as Bill Greene, Hank Jackson, Allen Conden, Charley Moores, and Lou Glasier still find their keenest pleasure in the pursuit of polar bears; some years ago one Charley P. succeeded in having his name added to the engineers' list. Some jealous fireman said he just put it on himself. He had been a sailor and just before receiving his diploma as an engineer had been splicing switch ropes in the roundhouse. Charley was no 16-hour limit man—not he. In fact, he scorned repose and was said to live hilarious nights and to place judicious loans among officials.

One day he essayed to pack a switch engine's throttle with a full head of steam on without success. As a result of the delay the "super" fired him. His friend, the master mechanic, was keenly disappointed and in conversation with the engineer under whose able tutelage I was studying combustion said:

"Jim, it was not right. Charley is a good man. *You just ought to see him tie knots!*"

Just now no one would censure an engineer for not being an expert in tying

knots, but sad to say following the example set by doctors, lawyers, editors, and others, they occasionally show solicitude in their untynig.

Fraternally yours,
PATRICK KEYES, Div. 29.

16-Hour Law a Blessing.

SYRACUSE, N. Y., March, 1909.

EDITOR JOURNAL: The discussion of the 16-hour law shows how badly it affects some, but for every one that its effects are detrimental it is a blessing to 10 others. There are many members who would be glad if it was 12 instead of 16 hours, as 12 hours is long enough to work when life and property are at stake.

The effect of the 16-hour law in most cases is giving more men work than the old order of things, and more work means more members, as with the unlimited hours some of the younger men would not be making sufficient to pay their way into the Order and their dues after, and as its effect upon most members is good we ought to stand up for what benefits the majority.

Fraternally yours,
MEMBER DIV. 367.

Keep Close to the Subdivision.

LEBANON JUNCTION, KY., March 10, 1909.

EDITOR JOURNAL: Some engineers are not acquainted with their Subdivision; they know their brother engineers' names and faces, but do not know where they spend their evenings or the company they keep, or the aim they have in life, or the principles which are being instilled because they are not on familiar terms with their brother engineers and do not have their confidence.

The Subdivision is carried on for good to all members, and it is a great point gained when the members prefer the company of their brother engineers. The engineer whose heart bounds with gladness when the day and hour come to attend his Subdivision, and says "Come, Brothers, let us go to the Division and have a nice evening together," is

the one who is helpful to his Division. It looks to me as though every Brother should so love his Division and brother engineer that he should long for the time to come to attend the meeting of his Division. I think if that were true we would feel that we had more to live for, than to find fault and have factional quarrels. The victory is half won when the engineer really enjoys the company of his brother engineer. But it is bad for all when the Brother is cold and indifferent to the interests and feelings of his fellow engineer.

Many engineers have so acted that we know they are our best friends and we should appreciate it. Some seldom speak to their brother engineers except to reprove or scold. There is a time for reproof, when it is deserved, and then only. Brothers, let us put sunshine into your Division, sunshine into your counsels, sunshine into your home, and if the atmosphere of the Subdivision is cold and gloomy through some Brothers finding fault and picking flaws in every little thing that goes wrong, it is time the Brother true to his obligation will not forget the Golden Rule precept, "Do unto others as you would that they should do unto you," and there will be peace.

If a Brother wants to live close to his brother engineer he must not be gloomy and sour; no one can abide in the heart of his Brother unless he is thoroughly sincere. He may not be a philosopher, but he must be sincere. He may not be able to overwhelm his Brother with powerful argument, but he must attract and hold him by his sincerity. Now, Brother, let me admonish you to let sunshine into your Subdivision; drive all differences away and let peace reign and all members work together for the good of the Order. Get a withdrawal card from the kicker's auxiliary to the B. of L. E. and be a loyal member, striving for no other purpose than to advance the interest of the Brotherhood. Go to your Subdivision and give the officers your support. Do not go to find fault but to help the cause and build up the B. of L. E. to the highest standard. Work as

hard to keep peace as some of us do to destroy harmony and there will not be any factional quarrels in our Division room. Let sunshine in; do away with all prejudice and malice and everything that will tend to destroy the good feeling of our brother engineers, and to keep the cloud out of our Division. Now, Brothers, do not forget our solemn obligation to one another; be loyal members, attend your meetings, support the officers of your Subdivision, stand together and do not give the outside world any chance to criticise. "Peace on earth and good will" to every Brother; be friends—that alone will insure the best common good to all.

Make new friends, but keep the old,
Those are silver, these are gold,
New-made friends, like new-made wine,
Age will mellow, and refine.
Friendships that have stood the test,
Time and change are surely best.
Brow may wrinkle, hair turn gray,
Friendship never owns decay.
For mid old friends kind and true,
We once more our youth renew.
But alas, old friends must die,
New friends must their place supply.
Then cherish friendship in your breast,
New is good, but old is best.
Make new friends, but keep the old,
Those are silver, these are gold.

Yours fraternally,

MEMBER Div. 78, Louisville, Ky.

Before and After the 16-Hour Law.

AUGUSTA, GA., March 15, 1909.

EDITOR JOURNAL: I have been thinking of the effect of the 16-hour law, and in this connection will say that I ran a switch engine for two years before the 16-hour law, from 6 o'clock a. m. until 2 a. m., and when I went to the officials they told me I would have to work until the yard turned me loose. It was only about once a week that I could get off to rest. I never saw my children awake more than twice a month, and did not know how the inside of a church looked, or enjoyed any pleasure of any kind.

With the 16-hour law I do get 8 hours out of 24, but they work me to the limit every day, if the work demands it.

I do pray God the day will soon come when the hours on engines, especially

freight and switching, will be shortened, for I think a man should have time to do something besides *work and sleep*.

Fraternally yours,

MEMBER Div. 323.

Inspection—Too Much Expected.

MINNEAPOLIS, MINN., March 16, 1909.

EDITOR JOURNAL: In the March JOURNAL Brother Teasdale, of Div. 547, hits the engineers pretty hard; tells how well paid they are, and further says that "all the shop duties which formerly fell to the lot of the fireman and engineer are now taken care of by men hired for that purpose."

Now, I take exceptions to about everything he says; at least, the conditions do not apply in this part of the country, and thousands of engineers in other parts will testify that the preliminary work necessary at terminals on a majority of the railroads in this country is done by the engineer and fireman on their own time and without pay for it.

I would ask Brother Teasdale if he knows of any other class of skilled laborers that have to do an hour or so of preliminary work before beginning their regular day's work, or do the same amount of work (such as inspecting an engine, etc.), after completing their day's work for nothing, as thousands of engineers have to do now, and work for less per hour than most of them? This preliminary work, most of it, anyway, and inspecting by the engineers should be done away with, along with the "long hours" that a few of our Brothers wish to retain.

Brother Teasdale says: "Officials today are not antagonizing their employees; neither do they expect the impossible from them."

In regard to "expecting the impossible from them," when an official hires a man to heave coal into a "battleship" for 24 or 36 hours at a stretch, what does he look for? Is it "brawn" or "brains?" It is "brawn," of course. "Brains" is not looking for that kind of a job; and after this man has had three years' apprenticeship, why should the officials ex-

pect any more than what they hired and paid for?

I think Pop Dennison's story of "Old Riley," on page 215 of the March JOURNAL, answers Brother Teasdale's "knock" to perfection when Pop says, "This examination was about the same as that given the young men today by the mechanical departments when passing them for promotion. They are asked to spell the "Constantinople" of mechanics forward and backward, and if they can stand that test they are pronounced O. K."

Then Pop says: "This is not because the local officer is not alive to the nature of the service and the evident need of thorough mental equipment for the work, but like 'Old Riley,' they are giving the company what it is paying for," etc.

Now, when the candidate for promotion is up for examination he has a list of questions, the answers to which he has learned from some book or correspondence school, and whether he can inspect an engine or report the necessary work to be done on one cuts no figure in the matter, if the company desires to have a surplus of men to awe others into submission. So, no one has any kick coming, and why should Brother Teasdale have one?

Faternally yours,

I. N. MORRILL, F. A. E. Div. 494.

Remarks by Rastus.

MOBERLY, MO., March 12, 1909.

EDITOR JOURNAL: Is it not about time for the members of this grand Brotherhood, individually or collectively, to take such action as in a measure will help protect the interests of the American railroad companies, for the mutual benefit of employee and employer? It is my purpose to call your attention to one of the conditions existing throughout this broad land of ours. If the question were asked, How many of you through no fault of yours, nor of the company in whose employ you are, after using all the means within your power to prevent it, have seen a trespasser killed upon the railroad right of way, the answer would be the raising of a multitude of hands in the affirmative. Again, if the question were

asked of you, How many of you would, with negligent or criminal intent, not use every effort in the performance of your duties, to prevent the taking of human life? the answer would be, Every engineer does his utmost to prevent it!

From the great number of damage suits that are filed almost every day in the year against the railroad companies for accidental death of trespassers on their right of ways, it looks as if the general public doubted the sincerity of your statements relative to these accidents. This sentiment of doubt being abetted by a band of harpies who, under the cloak of justice, hover about like birds of prey seeking whom they might devour. Cases have come under my observation where trespassers upon the right of way have been struck and killed accidentally, engineer doing everything in his power to prevent accident, emergency application of brakes, whistle alarm, etc. Coroner's jury verdict, accidental death caused by deceased's own carelessness. About two months after the occurrence you receive notice to appear as witness: Blank vs. Railroad Co., suit for \$10,000 damages, instituted by the wife of the deceased Mr. Blank, who petitions the honorable court to reimburse her to that extent for the loss of her most beloved helpmate, citing in her petition as the direct cause of her loss the manner in which the trains of the aforesaid railroad company are operated, they having willfully and negligently, with criminal intent, through their employees, caused the death of the beloved Mr. Blank, etc.

You appear in court and give your testimony in all its truthfulness before that august body, including the jury of 12 men tried and true. The attorney for the plaintiff assumes you are lying for your employer (I personally heard one lawyer state to the jury in his closing argument, that he thought the engineer was a liar), and he consumes all the time he can in laying traps and devising schemes whereby he may be able to shake your testimony. You have all been up against this game. The jury returns a verdict against the defendant for the full amount prayed for by the plaintiff. Why? Be-

cause it's the individual against a corporation plus the prejudice of a jury. The question is often asked, What causes these farmer juries to do such injustice to the railroads? That's easily explained. By gum, Hiram, them there railroad fellers be putty tough! Thet's right, Silas! But by Heck we'll hev the law on 'em. Sure thing, according to their estimation, that is what the laws are for, to get something out of a corporation, don't make any difference how you get it just so long as you are able to connect. Thousands of you have been on the witness stand giving your testimony in damage suits against railroad companies on account of horses or cows being killed by the trains you were pulling. Did you ever hear any of the learned counsel for the plaintiff mention the danger in which your lives had been placed when striking stock? Not much, that don't count; you are only the engineer. What we would like to see prevail is justice to all, give every one a square deal, individual or corporation.

Why could not laws be enacted where-by, if the railroad company had complied with all the statutes relative to their equipment, condition of right-of-way, fences, cattle-guards, and then should strike stock, thereby causing great damage and possible loss of life, be able to recover from the parties who negligently or maliciously allowed the stock to trespass? The reason I say maliciously is, I have struck old crow-baits of horses that had been tied on the tracks as investigation afterwards proved. About the worst thing the railroads have done to the farmer is to give him access to the markets of the world for his products, and increase the value of his land tenfold. The Agricultural Department of the United States at Washington by divers means is trying to teach the American farmer to be a better farmer. Don't you think it would prove a good investment if the employees would enlighten them upon the railroad question, teach them to be better citizens without biased opinions, which would result in the enactment of laws for their mutual benefit, and help to secure better returns for the

railroads and incidentally to the employees and without material cost to the honest, justice-loving citizen? RASTUS, 86.

Hours by Conference Better.

VALLEY JUNCTION, IA., April 3, 1909.

EDITOR JOURNAL: Noting the many opinions that have been expressed in the JOURNAL relative to the 16-hour law, I would like to say that I think the law has done a great amount of good to the service generally, but our Brothers here feel that the same or better results could have been obtained by conference with the officials, as we did here, and secured shorter hours than those fixed by the 16-hour law.

We had a very pleasant condition as to hours on duty and the conditions were lived up to by both officials and men, and if that condition had obtained everywhere there would have been no need for the 16-hour law; but long hours and the dangers that go with it brought the law, evidently necessary to keep some officers and employees within reasonable hours, and the law will remain as a regulator of those who will not regulate themselves.

The unpleasant conditions and lost time by virtue of the law I believe can, in most cases, be remedied by conference of our committees with the officials, and have the runs changed where it will not be detrimental to the service or increase cost to the company. In fact, we should make grievances of conditions of service which can be cured without detriment to the company. Fraternally yours,

H. A. BRANDT, Div. 525.

16-Hour Law—Graduate the Payment of Dues.

MEMPHIS, TENN., March 16, 1909.

EDITOR JOURNAL: While much is said in the JOURNAL for and against the 16-hour law, we are real happy to know that very little harm can be done the 16-hour law. It is here to stay.

For 20 long years I have longed for the day when the engineer should enjoy a working day.

Some years ago while the Alabama Midland Railway was under construction,

a man from Baltimore who had more money than he knew what to do with sat in the office of the road on a pay-day. He made the remark, "You engineers surely are well paid for your work." Some of the older engineers seemed to me as if pleased, if the broad smiles indicated anything; and this young fellow said, "Just think of it! \$128 for one month's work."

I was then as much opposed to long hours, and replied to the rich man, "My friend, it is not enough for the hours we work and the risk we run. I earned this money by working from 12 to 20 hours a day."

It never dawns on our own members that we are not yet by a long distance paid as well as we should be.

In this commercial world of ours just give them a chance to run up a big pay-day by either overtime or 5,000 or 6,000 miles, and the broad smiles will be on the faces now as they were then.

Life is to me a reality. To eat and sleep just enough to keep grinding one's whole existence away is not my way of thinking. Sixteen hours is too long. The great mass of railroad men had to submit as long as a small portion could make good money.

Brothers, you who are gifted write for the JOURNAL, and remember you are more fitted to write every time you do so; and in writing turn your ideas in another direction and let us see what we can do to get and hold every engineer in the B. of L. E. instead of writing about or against the 16-hour law.

I am about past the age of speculation. All is behind me, but one thing that will never get behind and will always be in front, and that is, what shall be done to help the extra man and the man out of a job square on the books? Dues and assessments are small, but when the pile they are to be taken from is very small the dues and assessments are not so small. I believe we should have a graduating scale. Say we will not charge Brothers out of work and those who make less than \$50 per month any dues at all.

If the B. of L. E. is good, let it be

real good. When a Brother gets a steady run he will not forget the beginning.

We should not permit the idea that the B. of L. E. is only good when one has a good job. We must do something or the list of expulsions will grow. It is true we can excuse them, but it seems so hard to get the necessary vote to do so.

In advocating better conditions one may be put down as an undesirable, and I have spoken to several Brothers about my idea of a graduating scale for the payment of dues and assessments, and they say, "You are too radical," and off they go.

Now, my proposition is like this: Say we have 165 members, out of which number we have 20 who make less than \$50, 30 less than \$100, 70 \$125 to \$150, 20 \$175 to \$200, 15 \$200 to \$230. The local dues are \$5 per quarter all around, regardless of what you make. Now, if the Brother who gets from \$200 to \$230 pays \$2 per quarter, the one who makes \$175 to \$200 \$1.75, the one who makes \$125 to \$150 \$1.50, those that make less than \$100 75 cents, and below \$50 nothing; G. C. of A. assessment to be based on the same scale, the same amount of dues would be collected.

Let the 16-hour law alone and let us use our ink or lead pencils about something else, rather than to knock against the inevitable 16-hour law.

Yours fraternally,

HARRY E. BRADFORD.

Deserved Commendation.

EDITOR JOURNAL: Bro. George M. Kern, formerly Chief Engineer of Sub-division 109, Philadelphia, Pa., recently saved the lives of two children who were playing on the track unmindful of danger.

The occurrence having been witnessed by Mr. Edward W. Moore, a banker and broker, and being very much impressed by it, wrote the following letter to Mr. C. M. Schaeffer, general superintendent of passenger transportation:

Mr. C. M. Schaeffer, General Superintendent of Passenger Transportation:

DEAR SIR: I take great pleasure in bringing to your attention Engineer George M. Kern and Fireman Leo L. Tissier, on train No. 723, engine 1395, Pennsylvania Railway. The train was due at

North Philadelphia at 10:05 a. m. and, being present, I saw the prompt action of Engineer Kern that saved the lives of two small children. The train was rounding the long curve at North Philadelphia when Kern saw the children in the middle of the track and brought his train to a stop less than two feet from the children, too young to realize their danger. Kern, who must have been attending strictly to his duties to have stopped his train in so short a distance from where the children were visible, got down from his engine, gathered the children in his arms and carried them to a place of safety, and proceeded with his train, a very commendable act. Yours respectfully,

EDWARD W. MOORE, Banker and Broker.



BRO. GEORGE M. KERN, MEMBER DIV. 109

Mr. Schaeffer, general superintendent passenger transportation, took the matter up and requested Superintendent Abercrombie, of the New York division, to investigate the occurrence. He called in John A. Covert, road foreman of engines. In the meantime the general superintendent gave Brother Kern the contents of Mr. Moore's letter, and in response he wrote the following modest reply:

Mr. F. P. Abercrombie, General Superintendent:

DEAR SIR: While rounding the curve at North Philadelphia I saw two small children on the track and immediately applied the emergency

brake, which responded splendidly and stopped about two feet from them. I would like to say in connection with Mr. Moore's letter that our duty to the company and the public requires a constant lookout on our part, and in this particular case we simply fulfilled that duty.

Respectfully yours, GEO. M. KERN.

Brother Kern has been a member of Div. 109 for several years, joining just as soon as he was eligible and took his place among the engineers, where he felt he belonged. He is a graduate of Girard College and has seen long and honorable service in all parts of the world, having served in the Navy where he had the distinction of being the youngest "petty" officer; hence, his cognomen of "The Admiral."

Brother Kern is a good cornetist and has a daughter who is a fine musician, and the two delight their neighbors with cornet and piano.

He is a good member of the B. of L. E., a good engineer, and a good citizen, Dr. Corwin notwithstanding.

Fraternally yours,
W. H. LEWIS, Div. 109.

16-Hour Law—Pooled Engine.

FREEMPORT, ILL., April 1, 1909.

EDITOR JOURNAL: I note a number of letters from the Brothers regarding the 16-hour law, some boosting and others knocking. I wish to say for our Brothers on the Dubuque division of the C. & N. W., that while we are put to a great deal of inconvenience sometimes, I do not think our Brothers would go back to the old conditions again.

What ought to be done, however, is to amend the law so as to prevent the roads from tying crews up at remote points where it is impossible to secure proper accommodations, which seems to be the practice now in some places.

I want to say, however, that I do not think the law will have many friends under the regular engine systems, as they were never intended to go together, and sooner or later they will have to come to the pooled engine, as the good old days of the comfort of regular engines are nearly over; and as much as I enjoy a regular engine (and we have them

now) I am an advocate of pooled engines, because it is the only way the engine can be handled and give the men justice.

The pooled system is just what the men make it. They can make it a success or failure, just as they choose.

There is not a man living who enjoys a regular engine or takes more pride in keeping it up than I do, but I cannot afford to lose from three to five trips a month for the sake of the comfort I get from having a regular engine without a click or a pound.

Under the pooled system we go in our turn, and you can work or lay off, as you choose; and while we have had the company of more or less click and plenty of pound, I think in time the company and men will pull together; and if they do there could be but one outcome as to result.

Fraternally yours,
F. B. TAYLOR, Div. 114.

Amend the 16-Hour Law to 10 Hours.

MINNEAPOLIS, MINN., April 7, 1909.

EDITOR JOURNAL: I notice the discussion in regard to the 16-hour law and also your request that further discussion be confined to amending the law and reasons for it. Now I believe that, as good as the law is now, it should be amended so that the limit of hours on continuous duty should be 10 instead of 16, and that the number of hours for rest in the 24 be 10 instead of 8, as at present.

My reason for this is that 16 hours is too long to work continuously. No one would think of working a horse or a mule that long. Then why should not the engineer be entitled to as much consideration as a horse or a mule?

An eight-hour rest period is altogether too short. In many and most cases that means only about 5 or 6 hours' sleep. That is not enough for anyone who is working.

Hoping that Congress may see fit to amend this law to apply to human beings,

I remain, fraternally yours,
I. N. MORRILL, F. A. E. Div. 494.

Bro. Edw. Williams' 50 Years in Service.

SYRACUSE, N. Y., Feb. 16, 1909.

EDITOR JOURNAL: Bro. Ed Williams, who has seen and had a part in the wonderful progress made in railroad construction, was induced to tell the following relative to his experience:

I. M. WETSON.

"I was born December 30, 1837, in the town of Ellisburgh, Jefferson county, N. Y., and lived on a farm till I was about 16 years old; then learned the carriage ironing trade, working at that until I was about 21 years old, and in September, 1853, I got a job as fireman on the Sacketts Harbor & Ellisburg Railroad. The road was from Sacketts Harbor to Pierpont Manor, 19 miles. The track was made of rails 16 and 18 feet long and about 45 pounds to the yard, laid with cast-iron chairs. The track was taken up several years ago.

"There was only one engine on that road, a wood-burner with V hook valve gear, half stroke cut-off. We lay at Sacketts Harbor nights, and when the engine was put in the engine-house, we let the fire go out and in the morning I had to make a new fire. We had no watchman or wiper, so all the watching and wiping that was done I did, except occasionally the engineer would do a little; but she had to be wiped, as all engines were in those times; and for all this my pay was \$20 per month, hardly enough to board me and buy my tobacco.

"Early in the winter the road closed up, and the following April or May I got a job as fireman on what was called the Potsdam & Watertown Railroad, between Watertown and Potsdam Junction, now called Norwood. The road is now part of St. Lawrence division of the N. Y. C. system.

"The first engine I fired on that road was named 'Montreal,' firing for Engineer Parson Hinds, a fine fellow, and the engine was a dandy.

"At that time the engine had no headlight nor counterbalance in driving wheels, no blower, no steam gauge, no cylinder-cock connections, nor foot-cock to govern the flow of water to pumps,

valve gear V hook and no cut-off, so you see it was full stroke or nothing. The tank would hold about 1,500 gallons of water. The engine was a wood-burner, and my pay was \$26 per month. At that time there were but five engines on the road.

"All engines in those days were named. Their names were Silas Wright, Antwerp, Potsdam, Ontario and Montreal. The engineers' names were: O. Haynes, H. M. Aldridge, Larry Carney, John Carney and Parson Hinds.

"About August 1, 1860, the R. W. & O. came in possession of this road and, of course, had to make a showing to re-



BRO. EDW. WILLIAMS, DIV. 227.

duce expenses, so they discharged three engineers and three firemen and put the master mechanic, John Armstrong, to running. The three engineers discharged were Larry Carney, John Carney and Parson Hinds. The three firemen discharged were Ben Batchelder, John McCarthy and myself.

"Parson Hinds went firing for John Armstrong. Ben Batchelder and myself soon got a job braking on the same road.

"The train I was on left Watertown at 7 a. m. with one passenger car and one baggage, mail and express car combined, and with what freight there was to go, and we did all the freighting between Watertown and Potsdam Junction

both ways, and arrived in Watertown at 6 p. m. on time every day. We made this trip six days per week, for which I received \$26 per month. George Brown was my conductor.

"While I was out of a job between firing and going to braking I had nothing else to do so I got married and, in less than one year after we were discharged from firing, Ben Batch and myself were employed again as firemen, and later on promoted to enginemen, and in September or October, 1865, I left there and went on the N. Y. C. road, running between Utica and Syracuse.

"V. Blackburn was master mechanic at Utica and Major Priest superintendent. There were only 14 freight engines on this division, and some of them were out of service all the time. They were 16 x 24 and 16 x 22 in. cylinders, 5-foot wheel. We had one engine we called a big one, engine 66, 17 x 22 cylinders, 5-foot driving wheels. Our trains were 25 or 28 loads with about 12 tons per car.

"About December 26, 1867, I left there and went to the Council Bluffs & St. Jo road, which was not entirely completed, and ran between Council Bluffs and Hamburg, 53 miles, for about ten months. I could get more pay on the Hannibal & St. Jo road, so I went there and I ran there five days, when I told the master mechanic I guessed I would quit while my credit was good, as I did not think it would last long there, and I went back to the N. Y. C. between Utica and Syracuse, and ran there till June 12, 1869, and on June 14th I went on the New York & Oswego Midland, now New York & Ontario Western; Addison Day was superintendent and W. H. Griggs was master mechanic.

"We put our engine on a canal boat at Rome and went around into Oneida Lake at Constantia, and there we unloaded the engine and put it together, and I ran it on construction work till about November 1, when we commenced to run regular trains from Oswego to Norwich, N. Y., 100 miles, and I was one of the first four engineers in passenger service.

"The next spring or early summer the track was laid to Oxford, eight miles far-

ther, then we ran from Oswego to Oxford and lay there nights. A few months later the road was done 17 miles farther to Sidney Plains, where the Midland road and the Albany & Susquehanna road, now a part of the Delaware & Hudson Co.'s system, crossed each other. Then we ran from Oswego to Sidney Plains; and there is where I first met our worthy superintendent, F. A. Harrington, who for many years has been superintendent of the Mohawk division N. Y. C. & West Shore and superintendent Mohawk & Malone road.

"In September or October, 1870, I went with a Midland engine (loaded on a car for that purpose) from Syracuse to Binghamton, via D. L. & W. road; from there to Middletown, N. Y., via Erie, unloaded it there, and ran it on construction between Middletown and the tunnel, and when done with construction I ran it on regular train between Middletown and the tunnel, 10½ miles. Al Corwin was conductor. We made five round trips a day for about one year until the tunnel (3,900 feet long) was completed. I ran the first engine through the tunnel and the first one out of Middletown on the Midland road. There were two engines on the west side of the mountain. The engineers were C. McPhearsor and Burt Vanloon. One ran a passenger train from Ellenville to near the west end of the tunnel. Then the passenger and baggage were taken by stage over the mountain to the east end of the tunnel to Bloomingburg Station, then by train to Middletown and New York, passengers being transferred to the Erie road.

"After the tunnel was completed I ran a train called the Ulster County Express from Ellenville to Jersey City, Ellenville to Middletown on the N. Y. & O. M. road, from there to Marion or West End, as the Pennsylvania people called it, on the Jersey Midland (now Susquehanna & Western) and from West End to Jersey City on Pennsylvania road. Later the roadmaster on the Midland Railroad persuaded me to run the work train for him. I was to have charge of train and men. In fact, I was about the whole thing, but I got along with it very well. The fire-

man did nearly all the running and I looked after the work.

"Later the roadmaster persuaded me to take charge of 50 miles of track, and I continued in that capacity at \$100 per month for a while; then the company wanted to reduce expenses and took me off the track work and put me on an engine at \$100 per month, and gave the man that had charge of 50 miles of track next to the 50 miles I had and cut him to \$80 per month. So I didn't lose any by the company reducing expenses.

"Later on I ran the engine on mail train between Norwich, N. Y., and Middletown, N. Y., 150 miles. Then the road went into the hands of receivers and finally closed up entirely, owing the employees anywhere from \$50 to \$1,500 each. We poor ones had to dispose of the scrip, that we had received for services for something to eat. Some of it brought 25 cents, some 30 cents on a \$1; in fact, just what our groceryman had a mind to give. I had 900 and some odd dollars, which netted me about \$300.

"After a short time, perhaps two or three months, the road opened up again with H. M. Flint superintendent, and John Minchel master mechanic, and I was put in charge of the Norwich shops, where I remained nearly three years, which made me about ten years on that road.

"Then I went to the Toledo, Delphos & Burlington road and had charge under H. R. Low, president. It was the poorest railroad job I ever had, so I left and returned to Norwich, N. Y., where my family was. After a few days I went to Oswego and saw a friend, Wm. Harris, master mechanic of R. W. & O. I asked him for a job. He told me to report to Watertown for work. I did so and went to running extra out of there.

"In a short time he wanted a man to take charge of engine-house and small shop at Syracuse, and sent me to take that job. I finally got tired of that job and made application for a job on the road with the result that G. H. Hareilton, master mechanic, told me to report to Watertown, and I soon was on the road again. I ran extra about a year. The

West Shore road was then being built, and I went to Syracuse to my friend and brother engineer, Ben Ballou, Sr., who was acquainted with Cadwel Belden, one of the contractors building the West Shore road. He introduced me to Mr. Belden and I asked for and got a job as engineer and went to work the second day after, October 2, 1882, and worked till late in December, until weather conditions stopped the work. Then very early in the spring of 1883, I went to work again. Until early in the summer I used a Pennsylvania Railroad engine, 672, when the West Shore engines began to arrive. The first one I used was No. 51.

"The West Shore was supposed to have the finest equipment in the country at that time. The engines were built at Rogers' shop in Paterson, N. J. The designer, and our first superintendent of motive power, was Howard Fry, an Englishman. Some of his ideas were different from us Americans. The whistles on the first engines were very small and were put on top of a pipe tapped into the boiler-head with a globe valve to blow the whistle. In September they had a train of two or three passenger cars and one baggage car made up at Syracuse for public inspection; they had one of the new engines hitched on and went to Utica for inspection, and I had the honor of being the engineer on that train. Then, October 1, 1883, they commenced running regular trains on the Mohawk division. The engines were to run from Syracuse to Frankfort, and from Frankfort to Coeyman's Junction (now Ravenna). Again I was honored by running the engine on the first passenger train that left Syracuse on the West Shore road. I ran it as far as Frankfort and engineer M. Lyons took the train from there and, unfortunately, had a head-on collision about 23 miles east of Frankfort and was killed. It was a rather sad affair, being the first train and the first day's opening of the Mohawk division of West Shore road.

I have been employed on the West Shore road as engineer in passenger service since then up to date, although owing to a physical disability I have not run

any for more than a year. I often feel like trying it again and perhaps will.

"Our worthy superintendent, F. A. Harrington, has kindly granted me a leave of absence which I wish could last as long as I do.

"It seems to me a very hard matter to lose my identity with the railroad company after railroading 50 years. Some say I am too old to run an engine. Maybe it is so, but I don't think so.

"I joined Subdivision 14, B. of L. E., in 1864. Am now a member of Subdivision 227.

"I will say I am a regular attendant at our B. of L. E. meetings and think the laws should be changed so an honorary member could hold office in Subdivisions. As a rule, they are just the ones that attend most regularly and are as interested in the affairs of the Order as other members, believing in the Golden Rule, 'Do unto others as you would that others should do unto you.'

"I remain, fraternally yours,
EDWARD WILLIAMS."

Bro. C. N. Allen in Service 1857-1909.

HORNELL, N. Y., March 13, 1909.

EDITOR JOURNAL: At a regular meeting of Subdivision 47, held on Monday evening, December 14, 1908, it was unanimously voted that we present Brother C. N. Allen a set of embossed resolutions, the occasion being his retirement from active service, and being placed on the honorary list. And therefore deemed it no more than proper that Brother Allen should have some memento from his Division, that in the years to come he could refer to and have the satisfaction of knowing that Div. 47 appreciated his long and faithful membership and loyalty to the fraternity.

Brother Allen was employed as an engineer on the Erie railroad, January 1, 1857, and assigned to passenger service in 1864, and has been in continuous service up to January 1, 1909, with the exception of two years' service in the Army.

Brother Allen during his railroading had two or three accidents and was quite seriously injured himself, yet no pas-

sengers were ever seriously injured on his train. He has been at the head of the roster on the Alleghany Division for a good many years, and although he has reached the age of 70 he is still hale and hearty, and we sincerely hope he and Mrs. Allen, who is one of those true and loyal helpmates and esteemed ladies, may enjoy many years of contentment and happiness, and in the far distant future be prepared for that caller to whom all must respond to make the last run.

May it be their portion to safely arrive



BRO. C. N. ALLEN, MEMBER DIV. 47.

at that Grand Central station, where the Supreme Architect of the Universe presides, to go out no more forever.

Brother Allen having served 52 years as a locomotive engineer, 45 years of this time as a member of our Brotherhood in good standing. And on account of age has retired from active service; be it therefore,

Resolved, That Subdivision 47 extend to him a vote of thanks for his loyalty to, and support of the Order, and a wish that he and his family may have many happy years in the future.

F. E. BLAKE, W. A. HOOD,
C. W. BURDELL, Com.

Witherspoon Subdivision 759.

GREENSBORO, N. C., April 2, 1909.

EDITOR JOURNAL: Cam. Witherspoon Div. 759, organized August 6, 1908, at Greensboro, N. C., received its name from Captain Cameron Witherspoon, one of our oldest and highest esteemed engineers, who was born January 23, 1846, near Hillsboro, Orange county, N. C. In 1861 he ran away from school and began as wood passer on the Charlotte & Columbia Railroad, running from Charlotte, N. C., to Columbia, S. C., at which time Mr. Thos. Sumner was superintendent and Mr. James Anderson master mechanic. He ran as wood passer for six or eight months, when he was promoted to fireman, which position he held faithfully until 1863, when he was promoted to engineer, and made his first run on the old North Carolina Railroad under the same superintendent and master mechanic he began with.

Seeing his great need of more knowledge about machinery, he secured a leave of absence and in 1864 entered the Mannassagap shop at Greensboro, N. C. where he remained two and a half years, serving his time as a machinist; he then returned to South Carolina and was engineer on the Charlotte & Columbia Railroad. He was on this road two years under Mr. James Anderson as superintendent and Theo. D. Kline master mechanic. It is said that his father insisted on his giving up the road and going to school, but he told his father that he loved the railroad and intended following that life. So his father (Henry Kollock Witherspoon) thought as long as he had studied to be such a fine machinist that perhaps it was best to let him go on with railroading.

In 1869 he transferred to the North Carolina Railroad under Mr. James Anderson as superintendent and R. D. Wade, master mechanic. It was either in 1870 or 1871 the Richmond & Danville Railroad leased the old North Carolina Railroad (which has since gone into the hands of the Southern Railroad). From 1869 until 1903, at which time he secured a leave of absence, he kept his position

with the Southern Railroad as engineer, during which time he never received an injury, nor had an accident, which is a fine record. How many of us can say this? He is the oldest engineer on the Danville division and still holds his standing, but has retired from active service.

During his career he worked under the following gentlemen:

Presidents, Thos. Webb, W. A. Smith, A. Beauford and Samuel Spencer.

General managers, Peyton Randolph, T. M. R. Tolcott, A. B. Thomas, W. H. Green, W. H. Baldwin and Frank S. Gannon.

Superintendents, Thos. Sumner, Jas. Anderson, Albert Johnson, T. M. R. Talcott, A. B. Andrews, W. H. Green, E. Berkley, W. B. Ryder, N. J. O'Brien, E. H. Coapman and W. S. Andrews.

Master mechanics, Jas. Anderson,



C. WITHERSPOON, DIV. 759.

Theo. D. Kline, R. D. Wade, E. Burns, W. H. Turrentine, T. W. Gentry, W. H. Owens, W. H. Hudson.

Captain Witherspoon is now in his 64th year, but is robust, healthy and jolly, has one son and a daughter, and two grandchildren. We are proud that we have so good a man, and one with such a fine record, so worthy of emulation, to name our Division for.

Fraternally yours,
MEMBER DIV. 759.

Railroad Employees' Home.

HIGHLAND PARK, ILL., April 1, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for March, 1909:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.	Div.	Amt.
3.....	\$ 12 00	364.....	\$ 24 00
11.....	5 00	368.....	10 00
14.....	10 00	373.....	5 00
18.....	10 00	379.....	20 00
32.....	10 00	384.....	5 00
33.....	6 00	387.....	10 00
43.....	10 00	391.....	5 00
53.....	12 00	399.....	12 00
59.....	5 00	400.....	4 00
61.....	15 00	401.....	5 00
63.....	12 00	405.....	12 50
82.....	12 00	413.....	10 00
83.....	5 00	417.....	10 00
86.....	12 00	420.....	12 00
96.....	12 00	421.....	10 00
108.....	5 00	443.....	15 00
110.....	12 00	444.....	10 25
111.....	25 00	451.....	22 00
113.....	5 00	456.....	5 00
140.....	5 00	458.....	10 00
143.....	5 75	462.....	15 00
150.....	17 00	465.....	12 00
151.....	5 00	480.....	15 00
152.....	15 00	487.....	5 00
186.....	12 00	492.....	10 00
198.....	5 00	501.....	12 00
199.....	12 00	502.....	10 00
203.....	12 00	504.....	10 00
215.....	20 00	523.....	15 00
221.....	5 00	583.....	10 00
225.....	6 00	584.....	10 00
226.....	12 00	585.....	25 00
239.....	12 00	587.....	10 00
249.....	12 00	591.....	5 00
253.....	12 00	597.....	5 00
259.....	5 00	615.....	15 00
284.....	12 00	639.....	5 00
287.....	20 00	645.....	8 00
291.....	5 00	662.....	9 50
315.....	5 00	688.....	5 00
322.....	10 00	693.....	10 00
325.....	10 00	694.....	5 00
326.....	4 25	702.....	5 00
331.....	5 00	716.....	10 00
342.....	12 00	724.....	25 00
348.....	12 00	748.....	2 00
361.....	5 00		
Total.....			\$80 25

FROM G. I. A. DIVISIONS.

Div.	Amt.	Div.	Amt.
108.....	\$ 5 00	370.....	\$ 5 00
Total.....			\$ 10 00

SUMMARY.

O. R. C. Divisions.....	\$ 1153 00
B. of R. T. Lodges.....	717 15
B. of L. E. Divisions.....	980 25
B. of L. F. & E. Lodges.....	10 00
L. of A. C. Divisions.....	10 00
G. I. A. Divisions.....	10 00
L. of A. T. Lodges.....	22 25
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
J. McQuaid, Div. 39, B. of L. F. & E.....	1 00
W. J. Van Hess, Div. 193, B. of L. E.....	3 00
Interest on deposit, Cleveland, O.....	191 00
Interest on deposits, Clinton, Ia.....	123 20
From members of Div. 369, B. of R. T.....	27 00
From members of Div. 606, B. of L. E.....	17 00
Proceeds of a ball given by Lodge No. 115, B. of R. T.....	65 00
O. P. Case, Div. 508, O. R. C.....	1 00
J. C. Collins, Div. 508, O. R. C.....	1 00
From members of Div. 643, B. of L. E.....	10 25
Proceeds of coin cards.....	1 00
Total.....	\$3,346 10

MISCELLANEOUS.

One quilt from Div. 373, L. A. T.
Three cans of fruit from Mrs. L. W. Woodmansee.

Respectfully submitted,

JOHN O'KEEFE, Sec. & Treas.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 1560 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 941 Morse avenue, North Side, Chicago, Ill.

May Day.

Now the glad May Day has come back to earth,
The fire needs no longer to burn on the hearth,
The gloom and the cold of the winter are past,
And days of delight have arisen at last.

The woods and the gardens are throbbing with
song,

There's a wild, leafy thrill the glad branches
among;

A blue light is glancing where rivulets run,
And the waters leap up to the kiss of the sun!

'Tis the time of the children, and we who are old,
Who have found in our lives only dross, not rich
gold;

Who are weary with troubles, with cares and with
ills,

Can go down to the meadows or up to the hills,
And watching the boys and girls at play,

Bring back to our hearts the thought of a day
When we, too, were rovers, and feel ourselves
stirred

By the voice of the children, the song of the bird,
And dream that again in the sunshine we play,
As we did when our youth was perpetual May!

Oh, stay not the children from laughter and mirth,
Nor stifle the dreams in their hearts that have
birth.

Too soon will the summer and autumn pass by,
Too soon will deep gloom overshadow the sky.
Let them gather the flowers that blossom today
Too short in their lives is this beautiful May.

J. V. H.

Little Things That Save Trouble.

Look out that the home over which
you reign is supplied with the hundred
and one small conveniences so necessary
to the perfect development of home
life.

Without system and order, everyday
duties become pitfalls that swallow up
the love, comfort and happiness of do-
mestic living.

"What is the matter?" pathetically
complains one discouraged soul. "I work
hard from morn till night and yet my
domicile always seems in a dubious state
of confusion. Poor discouraged home-
maker!

Is it any wonder that women grow old
before their time? The man of the house
has such a happy faculty of escaping the
numberless annoyances that must be faced
by his better half.

She it is who must find the loosened
screw that has thrown the domestic ma-
chinery out of gear, and fix it as best
she can. It is the box for patterns, the
bag for twine, the trunk for pieces, the
bag for buttons, the chest for medicines,
etc., that save a woman's nerves.

The housekeeper who has not given
much attention to details of this kind is
sure to go into the business of each sea-
son's renovations in a half-hearted way
simply because she realizes that after
all her labor things will in a short
time have drifted back into the same
hurly-burly and chaotic state so fami-
liar to many households. The woman
obliged to practice the strictest economy
may lead a life as tranquil as a summer
sky in comparison at least with her un-
methodical sister once she has gotten
hold of the right end of things in the
household. It is not so much a question
of means or of opportunity as of manage-
ment.

Through the Southland.

Leaving the Buckeye State in March, where ice and snow were still in evidence after the winter's reign, I turned my face southward as to the land of promise, San Antonio, Tex., being the objective point, for here I knew I would find the flowers in bloom and the earth in "verdure clad." Mrs. Thos. Humphrey was my traveling companion and going south from Cincinnati, our first stop was at Nashville, Tenn., where we landed in a pouring rain, but found Sisters Ragsdale, Anderson and Hewit awaiting us.

Sister C. B. Brown opened her hospitable door to us and we were her guests while in Nashville. After a good night's rest, we were indebted to Sisters Ragsdale and Anderson for taking us out to beautiful Centennial Park, where we heard the sweet notes of the mocking-bird proclaiming that we were in a land of summer and the different song-birds found here seemed to vie with each other in bidding us notice the beauty of the spring which was premature to us.

Centennial Div. 221, Sister Fry President, held a meeting in the afternoon of March 20, which was well attended and a pleasure indeed. A reception in the evening at the home of Sister Brown brought out many Brothers and their wives. A guessing game was indulged in to the merriment of all, a fine box of candy being the prize. The colors of the Order were carried out in all the details, even to the refreshments. At a late hour all dispersed, and next morning we were on our way to Birmingham to visit Divs. 169 and 398. Here we were delightfully entertained by Sisters Van-Arsdale and Alexander. I was made welcome in the home of Mr. and Mrs. A. J. Frazier, whose sons are engineers on the Southern Railway. An auto ride around the city gave us a chance to see the rapid strides made in this progressive city in the past ten years. The wonderful growth impressed me greatly and the beautiful suburbs with their elegant residences were the outward evidence of wealth. Birmingham has grown to a city of magnificent proportions and

beauty, and I do not wonder at the great praise given by the committee who worked so zealously to get the B. of L. E. convention there. The two G. I. A. Divisions located here joined in a meeting, which was held in a beautiful hall. Seventy members were present and the two Divisions, with Presidents Van-Arsdale and Anderson, did some excellent work, each giving four of the ritualistic forms. At close of meeting an informal reception was held, at which time refreshments were served and a social time enjoyed.

Our next visit was at Columbus, Ga., where we went through the courtesy of Bro. A. E. Simpson and wife. Div. 372 is located here, of which Sister Simpson is President. We found Columbus a most beautiful city, with the finest streets in the world, wide and magnificent with trees and wide stretches of turf on either side, all streets being of uniform width and beauty. Here you find many fine buildings and stately homes.

A Division meeting was held in the afternoon with 16 members present. This Division is not a large one, but is a good one and has a future before it. Here again an informal reception was held to which the Brothers came and a pleasant hour was spent.

We left next morning for Montgomery, accompanied by Sisters Simpson, Post, Green, Woods, Collins and Ledbetter, and Brothers Simpson and Green.

We were met in Montgomery by Sisters Green and Spruell, and Sisters Humphrey and myself were made the guests of Sister Green. Div. 207 held a meeting while we were in the city, and about 25 members greeted us. Sister C. J. Wicker, President, kindly put the work on by request of the Georgia Sisters. I learned that this Division is in the most perfect harmony, which speaks well for the members.

A reception was held after the meeting to which the B. of L. E. and the Auxiliary to the O. R. C. were invited. A splendid banquet was served, the tables made beautiful with flowers. Bro. H. J. McGrade acted as toastmaster, and did his part to perfection. A num-

ber of toasts were responded to by different ones called upon and were greatly enjoyed.

An auto ride given us by Bro. Will Spruell was one of the pleasures of our stay in Montgomery. We bade these good friends a reluctant adieu, and went on our way to New Orleans.

Sisters Coffman and Judlin did the honors here, and a meeting was held at which Sister Coffman, the President, presided. Here we met Brother and Sister Seidwitz of Bridgeport, Ohio.

Members came over from McDonoughville, and altogether we had a fine meeting. After which about 60 sat down to light refreshments.

Brother Humphreys had joined us up the line, and was present with other Brothers. He made remarks thanking the Sisters for their kind hospitality. The President presented me with a huge bouquet of roses and carnations. We will long remember our visit here.

Our next stop was at Houston, Tex., where we met with Div. 251. Sister Del Homme, President, entertained me in her home in a charming manner. Was pleased to meet Sister Anderson, past A. G. V. P.

About 30 Sisters came out to the meeting, which was an enjoyable one, ending with a spread to which all did justice. Bidding these good Sisters goodbye we left next morning for San Antonio to attend the union meeting. The entire trip so far had been one full of pleasure, and the genial welcome given us by our Sisters of the South is greatly appreciated and will be treasured in memory.

M. E. CASSELL.

Twelve Russian Proverbs.

Eat the honey thou canst find, drink the vermouth thou canst not avoid.

If thou sayest snow is dirty, what wilt thou say about chimney soot?

Even the stupid man is clever enough to make an excuse.

When the nightingale's voice was praised the cart horse began to neigh.

"What a pity to lose my splendid boat!" cried the ferryman as he and his passengers were drowning.

When the avaricious man has sold his forest he wants to sell the trees.

The bees gather wax and honey, the avaricious man asks that they should also prepare his mead.

Do not look too long at the holes in your coat, but put patches on them.

He who receives too much praise grows donkey's ears.

Spin flax if thou canst not weave silk.

Dull silver is better than shining brass.

No brass is prouder than that which has lately been coined.—*Westminster Gazette*.

Tribute to American Women.

Sarah Bernhardt says of American women:

"I have found the American women much superior to our women. The American girl is elegant and pretty. She marries as late as possible, which is explained by the fact that she enjoys absolute liberty. The young girl in England has only one aim, and that is to get married in order to escape from the thralldom of the family. On the other hand, the American girl postpones marriage because while she is single she avoids the inevitable burden of matrimony."

The American girl is a treasure not without appreciation in her own land. We may feel that in the joy of her independence she occasionally delays unduly the establishment of a new home in this land of homes. Yet we know that when at last she yields to the urgings of "the right man," there are none to assume a matron's duties more gracefully and well. Long enjoyment of liberty has then taught her dignity.

Sound Common Sense Wrapped up in Nonsense.

The Philadelphia *Ledger* offers the following secrets of success:

What is the secret of success? asked the Sphinx.

Push, said the button.

Take pains, said the window.

Never be led, said the pencil.

Be up-to-date, said the calendar.

Always keep cool, said the ice.

Do a driving business, said the hammer.
Aspire to greater things, said the nutmeg.

Make much of small things, said the microscope.

Never do anything off-hand, said the glove.

Spend much time in reflection, said the mirror.

Get a good pull with the ring, said the doorbell.

Find a good thing and stick to it, said the glue.

Strive to make a good impression, said the seal.

Turn all things to your advantage, said the lathe.

Make the most of your good points, said the compass.

The San Antonio Meeting.

The Texas union meeting held March 29, 30 and 31, was one of the most enjoyable affairs that it has ever been my pleasure to attend. The day before people began pouring in from all directions and found a committee of Brothers and Sisters with smiling faces ready to receive them. And at no time during our three days' stay did the attention of the San Antonio members relax. They were unremitting in their efforts for our welfare and pleasure, and proved that the bigness of the Lone Star State was outdone by the hospitality and big generosity of her people.

We were escorted to the Menzer Hotel, quite near the Alamo, and of course our first point to visit was this famous spot. I want to say right here that the article and pictures shown in March JOURNAL on Mexico by Brother Salmons were more than appreciated as they had prepared us to understand what we were seeing without having to look up and re-read the history of Mexico.

I am proud to say that I heard many mention Brother Salmons' article, and some had their JOURNALS with them, kindly lending to those whosaid they had not taken the time to read the article. I often wonder if we appreciate the fine articles on our own and foreign countries

given us by our Editor, who is a splendid descriptive writer. And if we do, does he know it? Do we ever tell him so?

A little wholesome praise will not hurt him and I want him to know what an inspiration his article on Mexico was to the success of the union meeting in San Antonio.

And now, Samantha Allen like, I will resume. After spending the morning in and around the Alamo, the afternoon was taken up with the public reception in Beethoven Hall, with Bro. W. F. Griffin master of ceremonies. I will only deal with the G. I. A. part, as the greater part taken by the B. of L. E. will probably appear in their own pages.

On the stage were seated our Grand President Sister Murdock, Grand Vice-President Cassell, Grand Treasurer Bailey, Assistant Grand Vice-Presidents Mains, Oland and Crittenden, and the Grand Chaplain, Sister Fairhead. The address of welcome to the G. I. A. was given by Sister B. W. Wyatt, President of the local Division, and was full of hearty cheer, given in a charming manner. She had a special word of welcome to those of us coming from Ohio, her native State. When 12 little girls, daughters of G. I. A. women, marched on the stage dressed in white with a sash of purple from shoulder to waist, with the letters G. I. A. thereon and carrying pink carnations, their very appearance was so pure and sweet that our hearts went out to them, and when they sang, in their unaffected childish voices, the song, "You're as Welcome as the Flowers in May, for we all do love the G. I. A.," it was greeted with a round of applause. After the first verse one pretty miss stepped in front of Sister Murdock and repeating the chorus by herself, presented the Grand President with a lovely bouquet of carnations trimmed up elaborately with the colors of our Order. After the second verse another charming little tot did the same to the Vice President, Sister Cassell, and the welcome thus given was so gracious and sweet that somehow it brought tears to the eyes of many both in the audience and on the stage.

Sister Murdock's address was able and touching. She dealt largely upon the meaning of the words of our motto and the other grand features of our Order, urging our members to a realization of their responsibilities and a higher ideal of their co-labor with the B. of L. E.

Mrs. Thos. Humphreys, of Div. 52, sang a solo in her beautiful soprano voice and made us feel proud of her as a member of the G. I. A. and the wife of an engineer.

The secret meeting, held in Turner Hall the second day, was a most splendid one. There were 225 Sisters present, representing 70 Divisions, from almost every State in the Union, also Canada and Mexico. The seven Grand Officers mentioned were present and Alamo Div. 354, President Wyatt in the chair, exemplified the work in a pleasing manner, Sister Murdock approving and correcting in her helpful way.

Five women were initiated in Div. 354, and five more were obligated and taken in the Grand Division to be transferred later to Subdivisions near their places of residence.

The National Federation of Women's Clubs were in San Antonio and an invitation was extended to the G. I. A. to attend their meetings. This courtesy was acknowledged with thanks. Several of our souvenir spoons were chanced off, and a neat sum turned over to the local Division. Sisters Hein, Sherman, Tex., Hughes, of Chicago, Cole, Fort Smith, Ark., and Fairhead, of Covington, Ky., held the lucky numbers. Sister Fairhead donated hers to the local Division. All Grand Officers were asked for remarks and responded in brief words, thanking the Sisters of San Antonio for their great kindness and urging all Sisters present to renewed interest in our noble Order.

Sister Kimble, of Corning, N. Y., was present and gave us two splendid exhibitions of her marvelous talent in whistling. Again we were made to feel proud of the accomplishment of this bright little Sister, the wife of an engineer. The same evening was taken up with the grand ball which was a social event long

to be remembered. Delicious refreshments were served the entire evening and the well-dressed handsome women and gallant men together with the splendid music furnished made the affair one of delight.

Wednesday morning we were treated to the pleasure of witnessing a grand review of the troops at Fort Sam Houston, the largest in the United States. It was a brilliant pageant and the playing of the mounted band was a revelation. The hundreds of magnificent horses moving with precision, proving their almost human intelligence, was a sight never to be forgotten.

The afternoon was given over to a trolley ride around the city, giving all a chance to see the splendid development of this charming city of the South. A party of us visited the hot wells and took a plunge in the sulphur water, where we had fun galore and now we never expect to have rheumatism or gout any more, as we were so completely saturated with the sulphur that we can't get rid of it.

I could spend hours telling of the pleasures we had in San Antonio, but space forbids and suffice it to say that all who were there were glad they went and sorry for those who had to remain at home. The Sisters are greatly indebted to Brothers Shirley and Harris, who were unremitting in their attentions for the welfare of our members.

We doff our hat to the Lone Star State, embrace her as we have never done before, and Texas henceforth will have a magical influence to call up memories of a grand big place full of grand big-hearted people.

Inspectors Appointed by Grand President.

Notice has been sent to the Secretary of each Division, giving the name and address of the Inspector who will visit the Division this year. If notice has not been received, please notify the Grand President and a copy will be sent at once.

The Divisions will be inspected by the following Grand Officers and appointed Inspectors:

Mrs. Grace Andrew, Div. 228, West Virginia ave., Memphis, Tenn.

Mrs. Lizzie D. Armstrong, Div. 369, Missouri st., San Francisco, Cal.

Mrs. J. Buck, Div. 1213, Huntingdon st., Philadelphia, Pa.

Mrs. R. D. Briggs, Div. 370, McMillan st., Detroit, Mich.

Mrs. J. Balz, Div. 1652, Fulton st., Chicago, Ill.

Mrs. Josephine Brothers, Div. 14, Winter st., West Somerville, Mass.

Mrs. Dora Busted, Glenns Ferry, Idaho.

Mrs. W. R. Byers, Div. 213, Spring st., Meadville, Pa.

Mrs. J. J. Bigger, Div. 428, E. Indiana ave., Spokane, Wash.

Mrs. J. Frank Cook, First Assistant Grand Vice-President, Div. 110, S. State st., Concord, N. H.

Mrs. J. R. Crittenden, Fourth Assistant Grand Vice-President, Div. 1111, W. 5th ave., Knoxville, Tenn.

Mrs. Helen Carter, Div. 524, E. De-wald st., Fort Wayne, Ind.

Mrs. Fred Clark, Div. 79, Grand ave., Middletown, N. Y.

Mrs. Ben F. Cooper, Div. 205, S. Hill st., Fort Scott, Kans.

Mrs. P. J. Culkin, Div. 447, St. John st., Highland Park, Ill.

Mrs. Geo. Carlisle, Div. 2204, 4th ave., Birmingham, Ala.

Mrs. Jennie Callahan, Div. 302, North Grant st., Amarillo, Texas.

Mrs. J. Carlin, Crewe, Va.

Mrs. J. J. Dorsey, Trustee of the V. R. A., Div. 1053, North 6th st., Springfield, Ill.

Mrs. L. Douglas, Div. 408, North 6th st., North Platte, Neb.

Mrs. J. M. Derflinger, Div. 1522, Patterson ave., Roanoke, Va.

Mrs. C. W. Frisbie, Div. 544, E. 50th st., Chicago, Ill.

Mrs. J. E. Fairhead, Grand Chaplain, Div. 1537, Greenup st., Covington, Ky.

Mrs. J. W. Gilchrist, Trustee of the V. R. A., Div. 202, Alexander st., Greensburg, Pa.

Mrs. J. Gowling, Grand Sentinel, Div. 88, Gladstone st., St. Thomas, Ont., Can.

Mrs. Thos. Hinchcliff, Div. 2253, W. 34th st., Denver, Colo.

Mrs. F. M. Howard, Clinton st., New-ark, Ohio.

Mrs. W. B. Horstman, Div. 812, Mar-ket ave., E. St. Louis, Ill.

Mrs. T. J. Killeen, Altoona, Wis.

Mrs. F. A. Kinch, Div. 513, S. 5th st., Cedar Rapids, Iowa.

Mrs. F. H. Kreger, Div. 1820, Ken-nedy ave., Parsons, Kans.

Mrs. C. E. Miller, Div. 52, Ambrose st., Rochester, N. Y.

Mrs. Belle Marsh, Div. 205, N. Poplar st., Centralia, Ill.

Mrs. Wm. McBride, Div. 615, 15th st., Denver, Colo.

Mrs. J. M. Mains, Second Assistant Grand Vice-President, Div. 574, Spadina ave., Toronto, Can.

Mrs. E. E. Merrill, Div. 2046, West End ave., Chicago, Ill.

Mrs. D. V. Musgrove, Div. 1510, Barn-well st., Columbia, S. C.

Mrs. G. A. Martin, Div. 227, Franklin st., Waterloo, Iowa.

Mrs. Richard Mallen, Div. 319, E. Main st., Chillicothe, Ohio.

Mrs. W. A. Noleman, Div. 1838, Rob-inson ave., Springfield, Mo.

Mrs. W. D. Oland, Third Assistant Grand Vice-President, Strawn, Texas.

Mrs. Hugh Orr, Div. 706, 2d st., Ma-con, Ga.

Mrs. J. D. Pettengill, Div. 534, W. Breckenridge st., Louisville, Ky.

Mrs. J. H. Ripley, Div. 1406, 18th st., Altoona, Pa.

Mrs. Geo. Riley, East Mauch Chunk, Pa.

Mrs. Hattie Reilly, Div. 617, E. Evans ave., Pueblo, Colo.

Mrs. Bida M. Reid, Div. 630, N. Main st., Sheridan, Wyo.

Mrs. F. M. Simms, Div. 6, Tacoma Flats, Indianapolis, Ind.

Mrs. C. D. Sursa, Div. 126, Cumber-land, ave., Howell, Ind.

Mrs. Chas. Shermer, Div. 426, 5th ave. East, Salt Lake City, Utah.

Mrs. Phil Scott, Div. 1608, W. Victoria st., Laredo, Texas.

Mrs. T. C. Smith, Div. 675, North 34th st., W. Philadelphia, Pa.

Mrs. A. D. Smith, Spencer, N. C.

Mrs. H. M. Stettler, Div. 2217, Con-gress st., Chicago, Ill.

Mrs. E. Schimlpfinig, Div. 1420, W. 5th st., Little Rock, Ark.

Mrs. James T. Spink, Div. 1125, 3d st., Fort Madison, Ia.

Mrs. Helen Van Cleif, Div. 166, McClellan st., Schenectady, N. Y.

Mrs. H. F. Warren, Div. 796, 5th ave., Grand Rapids, Mich.

Mrs. Katie Zook, Div. 410, Johnson st., Amarillo, Texas.

Mrs. Geo. Wilson, President of V. R. A., Div. 1317, Adams st., Allegheny, Pa.

New Divisions.

A Division of the G. I. A. to the B. of L. E. was organized and the officers installed at Palestine, Ill., March 10. There were 12 charter members.

The organization and election of officers took place in the B. of L. E. lodge rooms in the afternoon, and it is almost needless to say that it was a great success, and every one had perfect confidence and assurance that it would be from the very beginning, when it was learned that Mrs. C. F. Wilson was back of the project, as her ability to lead in an enterprise of this kind is so well known to our people.

The officers elected were Mrs. C. F. Wilson, President; Mrs. Charles Stewart, Vice President; Mrs. Walter Wells, Secretary; Mrs. Hugh Bruce, Treasurer; Mrs. Frank Bannerman, Secretary and Treasurer of Insurance; Mrs. T. N. McNary, Chaplain; Mrs. L. E. Brock, Guide; Mrs. Frank Nigh, Sentinel, and Mrs. Will Barrows, Past-President.

At night the installation of officers took place which was attended by the engineers and their wives. Mrs. George Marsh of Centralia, Grand Organizer for the State, was present and conducted the work in a most charming, fitting and easy manner, after which she presented to the Division their regalia for future work. The name adopted for the Division was Holy City Division 459.

This finished the business end of the work, and the next part of the program was for everybody to get merry and have a good time, and from all accounts there was not any reserve on the part of anyone present. We know whereof we speak when we say that everyone present

is capable of having a good time on any and all occasions, and in this they say they outdid their former reputations for a general good time.

Refreshments, composing the following menu, were furnished and served by the ladies: Chicken, ham and pork sandwiches, dill pickles, coffee, angel food cake, brick ice-cream, moulded with the two colors of the Order, royal purple and silver.

The remainder of the evening was spent in playing various games, including dancing and music. Before leaving all present voted Mrs. Wilson a vote of thanks for her special efforts in the organization, and then on motion of Mrs. Wilson a vote of thanks was also tendered to Mrs. Marsh for her assistance, which was very gracefully responded to by Mrs. Marsh. After a general good time, handshaking and love feast for the closer ties that bind Divisions to Divisions, the B. of L. E. as a body to its sympathizer and co-helper, the G. I. A., and one to another individually, they departed for their homes and the visiting members with Mrs. Wilson.

The ladies of Northwestern Div. 458, G. I. A. to B. of L. E. Div. 249, was organized at Green Bay, Wis., March 24, by Sister J. Balz, of Crescent Div. 1, Chicago. Organization, election and installation of officers took place in the afternoon. The hall of B. of L. E. 249 was beautifully decorated for the occasion with cut flowers and palms. A few remarks were made for the good of the Order by Sister J. Balz, their organizer, which was appreciated by all. The Division then presented her with beautiful cut flowers in their appreciation of the work she had done. In a few chosen words she thanked them for their remembrance.

This Division, which has 31 members, has an excellent start, and with the hearty support of Div. 249, B. of L. E., it is bound to succeed. Thanks are due to Sister Hayes and Sister Kittel, of Kaukauna, Wis., who acted as Chaplain and Musician, also to Sister Stock,

who acted as Marshal. Sister J. Gary was elected President, and it is safe to say the Division will be in good hands. The elected officers are as follows:

President, Sister J. Gary; Vice-President, Sister E. J. Brookfield; Secretary, Sister R. S. Rasmussen; Treasurer, Sister W. E. Haight; Insurance Secretary, Sister J. McCourt; Chaplain, Sister H. Jones; Guide, Sister M. Skelly; Sentinel, Sister G. Tripp. Sister F. Spooner will fill the Past-President's chair. The appointed officers are: Marshals, Sisters Buell and McPherson; the Pillars, Sisters Hansen, Hall, De Forest and Diebert; Musician, Sister Gould. After the Division was organized a banquet was served. The guests were members of B. of L. E. Div. 249, and their friends. Following the banquet a short musical program was rendered.

Piano duet....by Olga McPherson and Ora Monell
 Recitation.....Ethel Allan
 Vocal solo.....Lottie Stock
 Piano solo.....Catherine Hall
 Recitation, Bro. J. M. Golden, of Rosholt, who
 gave it in the Norwegian language.....
 Violin duet, with piano accompaniment.....
Esther Larsen and Florence Wilcox

Our pleasant gathering was brought to a close by Bro. Dan Reis, traveling engineer, wishing us success in our work.

Alice Skelly, Guide Div. 458.

Panama Div. 405 Organized.

On Friday, March 19, 1909, the wives of members of Div 756, B. of L. E., to the number of 24, met in Commission Lodge room in Las Cascadas, Canal Zone, and organized Panama Div. 405, of the G. I. A. to the B. of L. E.

Sister Lelah Swearingen, of Grand River Div. 24, acted as Organizer, and was ably assisted by Sisters W. D. Drysdale and Ella Brown.

The Division was organized with 24 charter members and we expect to double our membership in a few months' time. We have some things to contend with here which the Divisions in the States do not have and the greatest obstacle we have is that we do not all live in the same town and it makes it hard for us to attend meetings. But we expect to overcome all obstacles and be a Division of which the Order will be proud.

We hope to be visited by one or more of the Grand Officers, as we have sights to show you here that are well worth a trip to Panama to see. With best wishes to all sister Divisions everywhere,

MEMBER OF PANAMA DIV. 405.

Union Meeting.

A union meeting was held in Philadelphia, Pa., on March 3, 1909, under the auspices of Philadelphia Div. 332, G. I. A. to Div. 51, B. of L. E. It was gratifying to see how the Sisters of the surrounding Divisions responded to our call to help form a circuit in this section for these union meetings which are very instructive. Twenty-five Divisions were represented with over 300 members and all enjoyed the work which was done under the supervision of Mrs. J. W. Gilchrist, Third Trustee of the V. R. A. and President of Murdock Div. 139, of Greensburg, Pa.

A spoon was chanced off and the same can be had by sending check 139 with name and address to the President of Div. 332 before April 30, 1909.

New Century Div. 253 will hold the next union meeting in Philadelphia on the fourth Thursday in June. So, hoping to meet you all there, I am, in

F., L. and P.,

PRESIDENT DIV. 332.

Statement of Membership of Grand International Auxiliary.

The number of members in good standing January 1, 1909, is as follows:..... 16,915
 Members admitted since January 1, 1909..... 714
 Memberships forfeited since January 1, 1909,
 by withdrawal, suspension and death..... 149
 Total number of members April 1, 1909..... 17,508

I am glad to say that all Divisions have made an annual report for 1908 except one, and the number of members are based upon these reports.

The Secretaries of Subdivisions will note that in order to keep a complete record of membership they must be prompt in returning the applications of candidates after initiated, otherwise if they fail to do this they will lower their record by not having credit for members to which they are entitled. In my experience I have found many Sisters, who have be-

longed to the Order for some months, whose names were not enrolled on the record of members in this office on account of the Secretary having failed to properly report them. This causes much trouble to get dates of initiation and confirmation of their membership, which can only be had from the Secretary of the Division to which they belong.

I hope each Division will be prompt in reporting new members, that we may make a good showing of increase in membership in future statements.

MRS. HARRY ST. CLAIR, Grand Sec.

Division News.

ON the evening of March 26, Div. 377, New Orleans, La., held a special meeting for the purpose of meeting our Grand Vice-President, Sister M. E. Cassell. We also had Sister Humphrey, of Div. 52, Sister Simpson, of Div. 372, and Sister Seidwitz, of Div. 105, also six Sisters of our sister Div. 305.

The address Sister Cassell gave inspired us all, and made us feel that we must do our best at all times; her words added new interest to all present, and we hope to have better times in the future.

After the meeting closed, our Brothers came to meet our visitors, and we all partook of refreshments. At the table Sister Cassell and Brother Humphrey spoke of the good the Brotherhood has done for us all, and why we should be loyal members. The time came far too soon when we had to bid goodby to our visiting Brothers and Sisters, and we hope that we all will soon meet again.

SEC. DIV. 377.

ON February 20, Mrs. Sam Meyers, the efficient Secretary of Cotton Belt Rose Div. 197, Tyler, Tex., graciously and delightfully entertained the members of the G. I. A., in honor of Sister Eda Bartholomew, who was to depart in a few days for her future home in Jackson, Mich. The occasion was most merrily pleasant, as the afternoon was spent in bright conversation, sparkling wit and beautiful musical selections. The decorations of the dining-room were in the colors of our Division. The snowy

damask was given a glowing touch of color by the cluster of pink carnations that rose from its center in a crystal vase. Two charming luncheon courses were served; pressed chicken, fried potatoes, olives, sandwiches, ice-cream, chocolate and clover wafers. The confections were in white, blue, red and royal purple.

On Tuesday afternoon, March 16, Mesdames Henry Reynolds and Will Morgan pleasantly entertained the members of the G. I. A. at the home of the former. The decorations were very elaborate. Poinsettia was used in the hall and punch was served here in an effective environment achieved with the use of southern smilax and hearts. The drawing-room was beautified with ferns and hyacinths, and in the dining-room the red, white, blue and purple supplied the colors. The table was decorated with ribbons in these colors and the centerpiece was a vase filled with pink carnations.

March 23, the Death Angel entered the home of our dear Past-President, Mrs. John Hale, and robbed her of her faithful husband. Through the JOURNAL we give expression of heartfelt sympathy to our Sister, the wife, and to the son in their bereavement, and bid them to look upward to the land of cloudless day, and to the God of all grace and comfort, who can give them the oil of joy for mourning, the garments of praise for heaviness, and who is the only help in time of trouble.

MRS. J. T. EDINGTON, Cor. Sec. 197.

ON March 8, Columbia Div. 115, Washington, D. C., held a dime social at Sister Criste's; the rooms were prettily decorated with crepe paper, the front parlor was done in purple and blue, the back parlor in red and white, and suspended in the doorway between the rooms was a very large crescent and star, with blue and purple draped to one side of the door and red and white on the other, and in the dining-room the four colors were used, covering the entire ceiling in form of a Maltese cross, all the colors coming to the center of the room, where they were twined around the gas fixture and

divided blue and purple to one side, red and white to the other. Sandwiches and coffee were served; there were games, singing and music for the young people, cards and general conversation for the older ones; there were 85 present.

We next had one in May at Sister Linthicum's, where all who came had a good time. There were 45 present, but owing to a severe storm a great many were deterred. We have just added a new member, and expect a few more ladies in the near future to be taking a peep at our "goat;" he is real gentle and kind, ladies, and you need have no fear of him, as our latest Sister can testify. In December the B. of L. E. came to the front and showed what they could do in the way of entertaining. Brothers Johnson, Boyer, and Fry were retired from railroad service, and the Brothers gave a reception and banquet in their honor; there were about 300 present; the hall was very tastily decorated with flags and a large banner that bid welcome which was heartily indorsed by the members of Div. 160. There were several good speeches, songs and music; dancing followed until near midnight. The retiring Brothers were presented with beautiful gold souvenirs of the occasion with appropriate inscription. Sandwiches, salad and coffee, cream and cake were served. There were several members of the B. of L. E. from Baltimore and Philadelphia, also of the G. I. A. We had visiting us on the 25th of February Sisters Cooper, Jamison and Mahoney, from Div. 332; we enjoyed their visit very much indeed and hope they will come again soon. Our last effort at raising money for our treasury was a rummage sale. I don't know how many of our Sisters know what that is, but it is a money-making affair. It is the sale of cast-off clothing of every description, household goods, etc. You can only ask a small price for each piece, but it is astonishing how the pennies count up into dollars. Sister Wagner was proprietress of our establishment, with the assistance of Sisters Casey, Smith, Childs, Linthicum, Burrier, Black, Virtue and Criste. Sister Wagner reported having made \$28.63 net profit and only five days' work. We

were all very much pleased with the result of our first trial. Sister Smith is beginning to save everything she can lay her hands on for our fall sale. So, Sisters, if you want to get rich quick, just try a "rummage sale." Div. 115.

JONESBORO Div. 240, Jonesboro, Ark., has passed a very successful year. Our membership is not large, but our meetings are very interesting, our officers are faithful and the entire membership is enthusiastic. Have two regular meetings each month, and one social meeting at the home of some member, where we have a program or contest, and serve some simple refreshments and charge a dime. Not having a flush treasury we each decided to raise a dollar for our treasury. On February 10 we had our annual reception for our husbands and sweethearts at the home of our President, Sister M. R. Carson, and there we "told the tale" of how we raised our dollar—some of which were simply great in their novelty and uniqueness. We also had a program of music, readings and contests, after which dainty refreshments were served. Each returned to her home wishing our annual reception would come twice a year.

Mrs. F. E. Cox.

ON Thursday evening, March 11, 1909, Good Hope Div. 374, of Harrisburg, Pa., celebrated their third anniversary with an entertainment and sociable, at Handshaw Hall; the Brothers and their families were invited to participate in the festivities. The event took place at the hour appointed and the Sisters of 374 left nothing undone to make the celebration a success, and like our previous anniversaries it proved a grand success from every point of view. Then came the banquet, and such a one, too—a perfect feast—and while the sweet strains of the piano floated through the hall, the ladies of the G. I. A. fitted about seeing that all had full and plenty. The banquet being over the ladies' drill was rendered in a most charming manner, after which a musical program of some very fine selections took place, consisting of recitations, piano solos, vocal solos, a whistling

solo by a brother engineer, and a quartet by six young boys which was very pleasing to the ear. At a late hour the engineers, their wives, children and guests departed, wishing success to the members of 374.

SEC. 374.

MONONGAHELA VALLEY, PA., Div. 443, was organized July 29, 1908, and at this time have a membership roll of 57, with good prospects for more, and I think we have gotten ladies that will never tire in working for the good of the Order, and binding more closely the families of our loved ones. We want 464 to fully realize that they have an Auxiliary, and are looking forward to our first anniversary. For that purpose our President was wise in appointing her committees for social work; all have cleared a nice sum for our treasury, and I think for our age we can boast of a treasury equal to any. Hoping all Sisters will continue to show as much interest in this year as in the six months of the past year, I am in F. L. and P.,

SEC. Div. 443.

MONDAY evening, February 15, Auburn Park Div. 414, Chicago, Ill., gave their second annual dance and card party. In spite of the inclement weather the dance was a grand success. Much credit is due the entertainment committee (who had charge of the affair), under the able leadership of Sister H. G. Lippert. The grand march was led by Mr. and Mrs. George Shreeve, assisted by Brother and Sister Lippert. The members of the Division were delighted with the goodly sum added to the treasury, the proceeds of the dance.

Auburn Park Div. is a little over a year old, but we are increasing steadily in membership, and much interest is shown in the work.

SEC. Div. 414.

ROCKY MOUNTAIN Div. 102, Evanston, Wyo., met on their regular meeting day, Tuesday, January 12, and installed officers for 1909. Our President, Mrs. Wm. Baden, presented our Past-President, Mrs. Wm. Gilpin, with a pin as a token of their love and appreciation for her services. Following the meeting we listened to a musical program—which was ably gotten up by Sister Baker—to which the engineers and families and a number of friends had been invited. We were then invited to the dining-hall, where a sumptuous banquet was served, and a most delightful social hour enjoyed, and all departed wishing success to Div. 102.

During the past year we have had the usual number of social events, and all have been a success. At our last meeting we initiated a new member, and at the close of the meeting delicious refreshments were served.

Our Thimble Club met with Sister Baker on April 1. The afternoon was spent in sewing and social chat, and dainty refreshments were served by our hostess. We are all working for the success of our Division, both socially and financially.

COR. SEC.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., May 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 75 cents from each member carrying one certificate, and \$1.50 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than April 30, 1909.

ASSESSMENT No. 445.

Jamaica, N. Y., March 4, 1909, of apoplexy, Sister Minnie Hoehlein, of Div. 272, aged 42 years. Carried one certificate, dated Nov. 15 1907, payable to Chas. Hoehlein, husband.

ASSESSMENT No. 446.

Centralia, Ill., March 16, 1909, of complication of diseases, Sister Ida Moore, of Div. 91, aged 49 years. Carried two certificates, dated May 21, 1897, and March 5, 1903, payable to Edwin Moore and Charles A. Clements, husband and son.

ASSESSMENT No. 447.

Moberly, Mo., March 17, 1909, of pneumonia, Sister Mary H. C. Davis, of Div. 33, aged 42 years. Carried one certificate, dated March 26, 1900, payable to Bessie C. Davis, daughter.

ASSESSMENT No. 448.

Jamaica, N. Y., March 19, 1909, of mitral stenosis, Sister Mary J. Sullivan, of Div. 272, aged 59 years. Carried two certificates, dated June 28, 1893, payable to Theresa, Arthur G., Winnifred R., William A., and Florence Sullivan, children.

ASSESSMENT No. 449.

Longview, Tex., March 19, 1909, of lockjaw, Sister Cattie Wood, of Div. 196, aged 63 years. Carried two certificates, dated May 27, 1906, payable to Ollie J., and Sidney M. Wood, husband and son.

ASSESSMENT No. 450.

Port Jervis, N. Y., March 24, 1909, of heart failure, Sister Mary E. Clawson, of Div. 66, aged 68 years. Carried one certificate dated Dec. 1, 1897, payable to Watson Clawson, husband.

ASSESSMENT No. 451.

Elkhart, Ind., March 25, 1909, of organic heart disease and complications, Sister Mary Gulmyer, of Div. 143, aged 57 years. Carried two certificates, dated Sept. 6, 1900, payable to Charles Gulmyer, husband.

ASSESSMENT No. 452.

Rochester, N. Y., April 1, 1909, of mitral insufficiency, Sister Eliza A. Bannard, of Div. 11, aged 66 years. Carried two certificates, dated Feb. 9, 1891, and Dec. 12, 1892, payable to Robert, William S., Alice C., and Bell Bannard and Mrs. R. H. Stuart, sons and daughters.

Members will pay their Insurance Secretaries on or before May 31, 1909, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 448, 449, 450, 451 and 452 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 428 and 429, 6,821 in the first class, and 3,061 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.
MRS. JENNIE E. BOOMER, Sec'y and Treas.,
941 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

Question: What is the quickest way to locate leaks in the air-brake equipment when pumping up an air-brake train?

E. G. K.

Answer: To settle the point as to whether the locomotive or the train is causing the trouble, close the angle cock at the rear of the tender. If the locomotive is free from leaks it will be but a few minutes before the pressures are raised to the standard on the locomotive and the governor stops the pump. On the other hand, if there are serious leaks on the locomotive, the pump will run about as fast as ever and will take a long time to raise the pressures to the full standard.

To find out whether the leak is in the main reservoir line or in the train pipe, close the cut-out cock under the brake valve; or if you are certain there are no leaks around the equalizing reservoir, lap the brake valves. This will cut the train pipe off from the main reservoir line. A leak in the train pipe will usually cause both the engine and tender brake to apply automatically.

If the pump continues to run at a good speed and the red hand goes up very slowly after closing the cut-out cock, it is a good sign that the leaks are in the main reservoir line, somewhere between the air pump and the brake valve.

In this case examine all the joints and unions looking for leaks. See that the bleeders in the main reservoirs are closed and look for leaks around the governor air connections.

To locate leaks around the equalizing reservoir, close the cut-out cock, lap the brake valve and watch the red and black hands.

After going over the locomotive looking for the leaks and satisfying yourself that everything is in good order there, cut in the train again at the tender.

If the pump picks up the pressure quickly when only the locomotive is being pumped up and cannot get the standard pressure when pumping up the whole train, it is reasonable to charge the serious leaks to the train. The best way to locate leaks in the train is to go after them, testing the hose couplings to see if any air is blowing past the gaskets. The angle cocks very often leak and unions in the train pipe slack off and give trouble. When the pressure gets up near the standard amount, an old porous hose will leak badly and not make much noise. Wet the suspected hose and watch for air bubbles. For leaky triple valves try the triple-exhaust port, or the pressure-retaining valve port.

With "quick-service" triple valves you cannot tell by the buzzing noise whether the emergency valve is leaking or not, as this type of valve makes a buzzing noise when charging the auxiliary reservoir.

So much for locating whether the leaks are on the train or the engine. There is another cause for the slow raise of pressure besides the waste of air after it is pumped. The air pump may not be getting a fair show. It is nothing unusual for the strainer at the air-pump air inlet to be stopped up with grease and dirt so that a full supply of free air cannot get into the pump. It is a sure thing that the pump cannot deliver any more air than it receives; and in this case the pump will run very fast and not make much compressed air. To settle this point clean off the strainer thoroughly, opening all the air holes, and see if this makes any difference in the work of the air pump. Sometimes it is necessary to unscrew the strainer from the pump inlet to settle this point.

With the E T equipment, if the brake cylinder packing or the piping leading from the distributing valve to the brake cylinders leaks badly the air pump will have to run fast when the brake is set. It is an easier matter to locate these leaks if the brake is set with the independent brake valve. You can then examine all the places where these leaks may occur.

If the locomotive is supplied with an air signal equipment, close the cut-out

cock at the reducing valve. This will prevent main reservoir air going to the signal line, unless the leak is so bad that there is no pressure in the signal pipe. The whistle will blow at once.

Question: What is a steam railway locomotive?

E. G. K.

Answer: It is one or more steam engines placed on wheels and producing power to move itself and draw cars.

To enable it to start from any position of its engines there are usually two engines coupled to the same pair of driving wheels so arranged that when one engine is on the center the other will be on the quarter.

A locomotive consists of three parts, the boiler that supplies the steam, the engine that converts the steam into power, and the tender that carries the supply of fuel and water.

It is usually spoken of as in two parts, the engine and the tender.

Question: What defects in the 8-inch air pump will stop it altogether? What defects will allow it to run but interfere with pumping air properly?

E. G. K.

Answer: A breakdown or defect of any part of the steam end will usually stop the pump at once. In a good many cases a defect in the governor that shuts off the steam from the pump is not looked after the first thing, and after working on the pump to find out what is the matter it is discovered that the governor is at fault. To locate the trouble slack off the union between the governor and the 8-inch pump; if steam comes out freely the pump is to blame. It is a good plan to shut off the steam at the pump throttle; if it quits blowing out at the joint and begins to blow out when steam is turned on again, do not blame the governor.

When the governor is operating to close the steam valve, air will usually be blowing out of the little bleed hole in the neck of the governor. If, when you shut off steam from the pump and wait a couple of minutes for the steam pressure on the valve to reduce so the reversing valve and rod will settle down to its lowest position, the pump

makes one up and down stroke and stops again, look for trouble with the reversing rod or plate. The button on the end of the reversing rod may be broken off so that the reversing plate can not pull the reversing rod and its valve down when the steam piston reaches the bottom of its stroke and the live steam is still flowing into the top end of the steam cylinder. Shut off the steam as soon as its pressure no longer holds the reversing valve against its seat, this valve will drop down, then when steam is turned on, the steam valves are in the position to turn the live steam under the steam piston and it makes the up stroke. At the top end of the stroke the reversing plate even if loose will strike the shoulder on the rod and push the rod up; this reverses the valves and course of the steam, so the piston makes the down stroke; the loss of the button or a loose plate prevents pulling the rod down to reverse the valve so the piston stops again. There is one defect in the air end that will cause the pump to stop at the bottom of a stroke; if a piece of a broken air valve works into the air cylinder under the piston and stops it before it completes its stroke it will not reverse; or if the jam nut on the piston rod works off or splits so it gets under the piston, this will stop the pump the same as a broken reversing rod.

If the reversing plate is loose it will move the reversing rod all right at the top end of a stroke, but not at the bottom. To locate a broken reversing rod take off the cap nut 20 over the reversing valve; if the rod is broken you can pull it clear out of the pump. If the plate is loose and the button all right you can feel the plate lift up when the button catches it. To locate the broken nut or piece of valve under the air piston, take out the plug in the bottom air cylinder head; if there is no plug there, take off the head to see inside.

If the small nuts work off either end of the main steam valve so the piston valves can work off their rod the pump will stop; you cannot start it after the steam gets into both ends of the steam cylinder.

There is a stop pin under the small piston of the main steam valve of the 8-inch pump; if this pin gets broken or worn so the packing ring on this small piston can get down below the bushing and expand, it may catch on the lower end of the bushing and stay at the bottom; this will stop the pump for good. The little piston rod of the reversing piston 23 may break off and get jammed so it cannot move either way; this will prevent the proper movement of the main steam valve and the pump will stop. Sometimes the top of the reversing piston 23 will wear smooth where it strikes the big cap nut 21; if the steam cannot get in between these surfaces to move the piston, the pump will stop.

If the 8-inch pump is not sufficiently lubricated and the reversing piston gets dry and sticks, the pump will stop with a full head of steam on. Shut off the steam for a couple of minutes, see that the oil is feeding properly, turn on steam and jar the steam head with a block of wood, it will usually go to work.

Leaks at the copper gasket between the steam cylinder and its top head can stop the pump, provided the live steam that should go to the reversing valve can get into the exhaust; there will be no pressure to reverse the piston 23. If the steam port *h* leading to the reversing valve gets plugged up, or a copper gasket is put in without this steam port opening through it, the pump will not run. To see if this is stopped up take off the big cap nut over the reversing piston and turn on steam; if this port is open steam should come out over the reversing piston in a strong stream. Most of the blows of steam past the packing rings of the various pistons in the 8-inch pump take place when the main piston is on its up stroke. A bad blow beginning suddenly is a good indication of broken packing rings.

When anything gets wrong with the air valves the pump will generally make a quick stroke one way and a slow stroke the other. As there are separate air inlets for the receiving valves of the 8-inch pump it is not much of a job to locate trouble with these valves as the air will

blow out of the air inlet next to the defective valve. If a receiving valve is gummed up and stuck shut no air will draw in at its inlet. No air will draw in at an inlet if a discharge valve is defective, as main reservoir air will come back into the cylinder and hold the receiving valve shut; but if the discharge valve is in good order the quick stroke of the piston will be *toward* the stuck receiving valve; if the discharge valve is at fault the quick stroke will be *away* from that end.

Leaky air piston packing rings can be detected by watching the air inlets when the pump is working slow against a full main reservoir pressure. Only a very little air will draw in, and that at the beginning of a stroke; as soon as the piston begins to compress the air on one side of it this air will pass the leaky rings and get into the other side and stop the flow of outside air into that end.

Leaky air packing rings or leaky valves will make a pump run very hot, as the mechanical work done on the air will make the air very hot, and very little cool fresh air will come into the cylinder to cool it off.

Question: How can you locate the defects in the 9½ and 11-inch air pumps?

E. G. K.

Answer: Read over carefully the defects that prevent an 8-inch pump reversing when the reversing plate or reversing rod gets out of order, or when anything stops the main piston before it gets to the end of its stroke, and you will see that the 9½-inch and 11-inch pumps are affected the same way. As the reversing valves, plates and rods are of the same pattern and have the same duties to perform in the 8-inch, the 9½-inch and the 11-inch pumps, you can see that breakdowns of these parts will tend to stop any or all of these pumps. If you think the governor is at fault open both drip cocks in the steam passages at the back of the pump; if the steam comes out strong the governor is not at fault. If the small nuts work off the rod that holds the large and small differential pistons together it will let the pistons separate; both of them will move to the outside ends of their stroke and stop there

as the live steam between these heads will hold them apart. If the larger of the two pistons comes off the rod, the small one will take the main slide valve with it, uncover the steam port leading to the top end of the steam cylinder, the steam and air pistons will then stop at the bottom end of the cylinders.

If the small piston gets off the end of the rod the large piston will take the main slide valve the other way and uncover the steam port leading to the bottom end of the cylinder, so the steam and air pistons will stop at the top end of the cylinders. If you think this is the trouble with the pump, shut off steam, take one or the other of the heads off to expose one of these differential pistons and you can soon tell, if the nuts are off at that end you can see them, if at the other end the remaining piston and slide valve will pull out and show the other end. Usually the loose nuts drop down and stop the piston before it can get to the end of the stroke but the other piston moves the valve.

All the steam passages into and out of the steam-head of the 9½ and 11-inch pumps go through the copper gasket that makes the joint at the top end of the steam cylinder. If this gasket is not perfect it will give a chance for the live steam to blow across into the exhaust; this will make the pump move very slow one way, something like a defective air valve. The sound of the steam blowing through will be so clear that this defect need not deceive you.

If the small port leading from the space outside the small differential piston to the exhaust is stopped up, the steam pressure will soon equalize on both sides of this small piston, the pump will then stop. A new copper gasket on the head at this point with no port hole in it will do this job.

The packing rings in the differential pistons have to be badly worn before this defect will stop the pump.

Now, as the air valves, the 9½ and 11-inch pumps have a single inlet opening to the receiving valves; in case one of these is disabled it is more trouble to locate the defective one than with the 8-inch pump.

For instance, suppose the lower receiving valve is broken so the air blows past it to the atmosphere again. Air will draw in at the inlet strainer when the pump makes its up stroke for the top valve is doing its work properly. But when the piston starts on its down stroke the air in the bottom end of the air cylinder will blow by the broken valve and pass up through the inlet passage to the top valve so no air will flow in at the strainer; this is liable to make a man think the top valve is held on its seat. As there is no resistance to the down stroke of the air piston it will be much quicker than the up stroke; this is a usual symptom of a broken upper discharge valve that allows main reservoir air to get back into the top end of the air cylinder.

The quickest way to tell whether the trouble is with a discharge or receiving valve is to open the oil cup in the top end of the air cylinder; if air blows out there strong when the pump is stopped after raising the main reservoir pressure to a stiff figure, charge it to the top discharge valve. To make sure take out the plug in the middle of the bottom head and that will give a better chance to locate the defective valve. Air sometimes leaks by the air piston packing rings and can then show at the wrong end. Make the same test for a broken upper receiving valve.

Usually a quick stroke one way and a slow one the other is charged to a defective air valve; steam leaks at the reversing valve and at the top joint of the steam cylinder can produce the same effect, as a leak at the reversing valve will affect the movement of the differential piston.

There are a few other defects due to breakdowns that are so rare we will not treat of them at length now; breaking the main piston rod is one of them, and the pump quits making air at once. If the air piston breaks off, the steam end will continue to move and hammer the heads at both ends of the stroke.

Trains on Heavy Grades.

ALTOONA, PA., April 12, 1909.

EDITOR JOURNAL: Replying to "Buster Brown's" request in the March JOUR-

NAL for system of handling trains on heavy grades on the P. R. R., would say, approaching top of grade brake valve is put in full release to charge auxiliaries to 100 pounds, and the stop for inspection is made at that pressure and terminal test is made by crew while car inspectors go over the train. An air-brake expert is also there to see that all regulations are observed.

When terminal test is complete and report made to engineman, the train is again charged to 100 pounds and, on receiving the signal to proceed, a road test is made to make sure that any repairs made to train have not obstructed train-line. On receiving signal from flagman that last piston on train is working, the start is made down the hill. On full tonnage trains up to 3,200 tons 8 to 10 brakes are applied on front end of trains, lighter trains having fewer brakes.

All retainers are set to 25 pounds position, and train is held together by retainers and hand-brakes, auxiliaries being usually re-charged as soon as the equalizing discharge valve seats. This, of course, releases brake on engine and tender, as no P. R. R. engine has retaining valves unless it is on Bellwood division.

The grade for the first two miles is 128 feet per mile, and the next 10 miles 85 to 105 per mile.

Engines are variously equipped; most of them have four main reservoirs and the balance have two main reservoirs. All freight engines hauling trains have two 10-inch pumps, one on each side of boiler just in front of cab. Pumps have but one governor and one steam valve on boiler, but each has an independent valve by which it can be shut off without interfering with the other. But one tallow pipe starts from lubricator and branches off to each pump with a globe valve on each branch to stop the feed if pump is out of service.

Our business is mainly coal and coke and almost all in cars of 100,000 pounds capacity, our full tonnage trains averaging 45 cars.

Before all our freight engines were equipped with two pumps it was some-

thing of a feat to get a long train down the hill without getting the air pressure below the limit of safety, 65 pounds, as at that time the piston travel and train-line were but indifferently looked after, but since slack is adjusted in yards and leaks are faithfully hunted and honestly fixed we have full pressure all the time.

Most of our later built cars have the two position retainers, but we are only allowed the 25-pound position, and I have been told by conductors that pressure against retainers on trains I drop is never sufficient to lift 25-pound weight. Some passenger engines have them, but passenger trains do not have retainers on this hill.

Since trains have been dropped by air we have but very little trouble with loose tires. Under the old system of hand-brakes loose tires were common, but on most occasions the train crew were censured for them.

Our hill is mostly curves, there being about 15 curves in 12 miles, not counting the slight curve on Bennington straight line or Whippoorwill straight or Three Culverts.

The air gauge was placed in cabin as a check on the engineer, though we do not have it. It seems to me if conductor saw that pressure was low he neglected his duty if he failed to have train secured by hand-brakes. If air pressure falls below 65 pounds we are required to stop the train and make arrangements for proceeding with safety; but, as I said, we can usually keep both train-line and main reservoir pressure up to 100 pounds.

I hope the above will make plain our very successful plan of dropping trains on long heavy grades.

Fraternally yours,
I. M. L., Div. 287.

Engine Would Not Move—Why?

PITTSBURG, PA., March 15, 1909.

EDITOR JOURNAL: Some of the Brothers may be able to give cause of trouble I had on a recent trip. Engine No. 7377, equipped with slide valve motion; trip

successful until about 18 miles from terminal, when a regular stop was made. Engine stopped with left side on forward center, right side on lower quarter. Engine would not start train; in trying to take slack could not move reverse lever. I made a thorough examination and found everything visible in its right place. On examination at the shop they found nothing wrong. It is a puzzle to me and I would like to know the opinion of others on the subject.

Fraternally yours,

H. J. B.

Air Cleaner for Pumps.

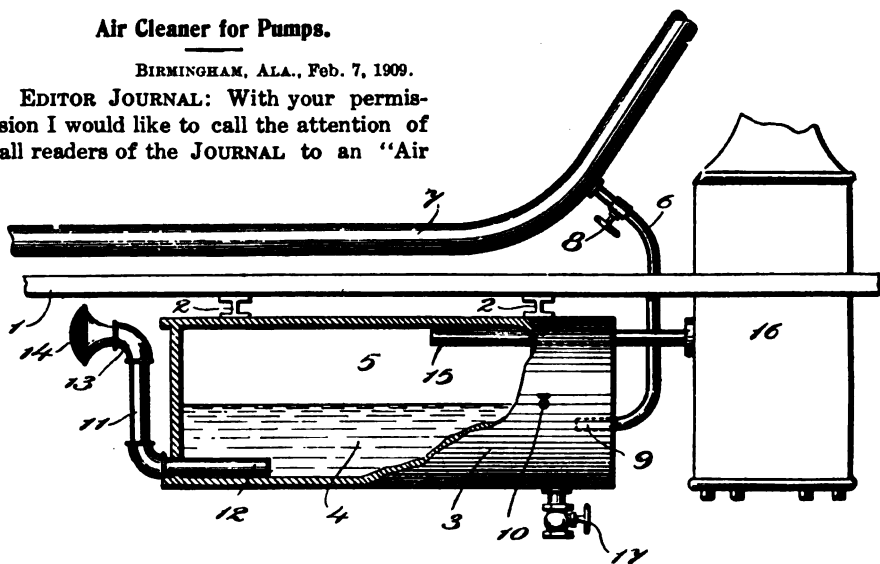
BIRMINGHAM, ALA., Feb. 7, 1909.

EDITOR JOURNAL: With your permission I would like to call the attention of all readers of the JOURNAL to an "Air

In passing through the water the air leaves all foreign matter, such as dust, fine cinders, or other impurity, which heretofore have gone in unrestrained to be pumped into the system.

Now, any practical engineer knows what a source of trouble a hot-air cylinder generally is. My object in making this cleaner was to furnish pure, clean air for the pump; thus the friction is reduced, and the valves kept clean and in working order, and the life of the pump is prolonged several years.

The whole system of valves will re-



WALLACE AIR CLEANER.

Cleaner" which I have had patented. The purpose of the invention is to clean the air before it is fed to the air pump. In order to do this I have employed a cylinder or tank which is partly filled with water. This reservoir is attached to the intake pipe of the air cylinder of the air pump. There is an air space in the top of the cleaning reservoir from which the pump takes its air. In order to fill the vacuum in the air space while the pump is working, the air from the open atmosphere must pass down a pipe to the bottom of the cleaning reservoir and bubble up through water before it can reach the air space to supply the pumps.

spond more promptly to the movement of the rotary with clean air because they are clean and able to act with a slight variation of pressure; and with a clean responsive system of valves and a well balanced supply of clean air stored away, with a pump in good order to be relied upon, the engineer has an outfit to be proud of and to furnish this outfit has been my study for several years, and the "Air Cleaner for Air Braking System" is the result.

I have been a member of the B. of L. E. since 1888. At present am a member of Div. 432, Avondale, Ala.

Yours fraternally,
R. S. WALLACE.

TRAIN RULES—STANDARD CODE.**EDITED BY GEO. E. COLLINGWOOD.**

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

NASHVILLE, TENN., April 1, 1909.

EDITOR TRAIN RULES DEPARTMENT:

Please give me your opinion on the following order which I received at H. I was on extra 271 south. No. 6 is a first-class train. Order No. 7. "Order No. 3 is annulled. Engine 271 will run extra H to D and has right over No. 6."

The question is, does this order give me right over No. 6 H to D? T. L. G.

Answer: The order used is a combination of Form L, Form G and Form C, and is really three orders in one. It is permissible to use such an order and it gives right to the extra over No. 6 between H and D.

It is not good judgment to combine two or more orders in one; neither is it in accordance with a strict interpretation of the rules to do so unless all trains addressed are affected by all the orders thus combined, as Rule 201 provides that orders must not contain information or instructions not essential to such movements. For example, in case No. 6 did not have a copy of Order No. 3, then Order No. 7 would contain information not essential to the movement contained in the order and in such case the Form L order should not be combined with the balance of the order.

LANSDALE, PA., April 1, 1909.

EDITOR TRAIN RULES DEPARTMENT:

Please give me your understanding on the following order: "No. 78, engine 77, will meet No. 57, engine 72, at A and will meet No. 21, engine 20, at C. No. 78 hold main track."

No. 57 and No. 21 are running in the superior direction. In your opinion does this order require No. 78 to hold main track at A and C or only at C?

H. H. W.

Answer: The order directs No. 78 to hold main track and as it does not specify any particular point, it must be consid-

ered as applying to all meeting points named in the order as Rule 201 provides that train orders must not contain instructions or information which is not essential to the movement which is to be made. While the instructions to hold main track follow the instructions to meet No. 21 at C, still it cannot be construed as referring only to C, for if such an argument would hold good it could be used to show that No. 78 would only meet No. 57 at A and could not meet No. 21 at C for the reason that the meet with No. 57 at A directly follows the mention of No. 78.

MOOSIC, PA., March 12, 1909.

EDITOR TRAIN RULES DEPARTMENT:

We are having an argument on this division over a case which occurred between one of our Brothers and a conductor. The conductor requested the engineman on a pusher engine to take down his classification signals and he protested. We are working under the Standard Code and have always left up our signals. But in this case he received a message from the superintendent to take down the flags.

The question is, is it necessary to take down classification signals when on a pusher. There is only one rear end represented and the flags call for or represent nothing. The book of rules says that when two or more engines are coupled to a train they are all required to display the signals as provided in Rules 20 and 21.

We run three-engine trains as extras with one engine ahead and two pushers coupled in the rear and have always left our classification signals up. Please give us your opinion, and is there any chance for opposing trains to be misled?

J. H. R.

Answer: The Standard Code definition of a "train" is an engine, or more than one engine coupled, with or without cars displaying markers. We wish to call special attention to the fact that the Code specifies that the engines are to be coupled.

Rule 17 provides that a headlight must be shown at the front of every train at

night, and if more than one engine is on a train the headlight of all but the leading engine should be concealed. Rule 19 directs that markers shall be displayed at the rear end of every train to indicate the rear end of a train. When trains are run in sections Rule 20 arranges for green flags to be displayed on the engine of all sections except the last, by day, and in addition two green lights by night. When trains are run extra Rule 21 directs that by day two white flags shall be displayed on the engine, and in addition two white lights by night. Standard Code Rule 22 provides that when two or more engines are coupled on a train the leading engine only shall display the signals as provided in Rules 20 and 21. No other signals can be carried but those arranged, and you will note that such signals are limited to the leading engine in case of classification signals and to the rear car in case of markers, therefore under Standard Rules the pusher must not display classification signals. But it follows that if the pusher is running as an extra holding running orders over that portion of the track which they are using as an extra independent of the balance of the train, then the pusher must display the signals as required by rule the same as any extra train, including the markers at the rear. But if they are moving as a part of the other train they must not display any classification signals, they must screen the headlight and display markers on the rear (with respect to the direction they are moving) end of the engine to indicate the rear end of the train. That is, if they are at the rear end of train, the markers must be taken down from the caboose and put on rear end of the pusher. This is absolutely essential to safety, as any other arrangement will eventually lead to trouble. For example, if the engine is behind the caboose pushing and does not display markers they might become disabled and become detached from the train, and in such a case any opposing train meeting the train with markers would be justified in taking it for a complete train and could proceed, and in such an event they would collide with the detached engine.

In case the engine was in the rear end of the train ahead of the caboose then they should not display any signals of any kind. This for the reason that the head end and the rear end of a train are the only portions of it that are authorized to display signals.

If the Erie authorizes all engines to display signals in case there are more than one engine on a train, then it is not using the Standard Rule in regard to such matters, and we think that you will find that its rule specifies that, "When more than one engine is on a train, coupled, they will all display the signals as provided in Rules 20 and 21." Such a rule would not include a pusher at the rear, or an engine at any other point in the train unless coupled to the head engine.

If pusher at rear of train be allowed to carry classification signals such pusher might be mistaken for some other extra, especially at night, as these signals indicate the head end of an extra and on account of such complications the safe method would be to remove them when acting as a pusher.

FIELDS LANDING, CAL., April 2, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please answer the following in the next issue of the JOURNAL.

On the old time-table train No. 33 is due to leave A at 7 a. m. and runs to F. A new time-table takes effect at 9 a. m. same day showing No. 33 exactly the same as on the old time-table with the exception that they are due to leave A at 10 a. m. instead of 7 a. m. The question is, can No. 33 wait at B, the station where they are when the new time-table goes into effect, and proceed as No. 33 when the time is up. The time being three hours later on the new time-table than on the old time-table? In other words, if a train leaves its initial station on the old time-table and afterwards new time-table takes effect showing the same schedule due to leave after the new time-table takes effect, can the train take up the schedule on the road. Does the change of time make any difference?

J. H.

Answer: Under the conditions as named the train of the old time-table can wait at B and take up the time of the same schedule on the new time-table when it is due at such point.

If the schedule corresponds as to number, class, day of leaving, direction, and initial and terminal stations with the schedule of the new time-table, the change of schedule time does not make any difference. The point to be watched in this connection is to see that the change in time does not change the schedule so much at the initial station that it brings the schedule of the new time-table on another day from that which the train running on the old time-table was due to leave its initial station, for if it does then it would not correspond as to "day of leaving" and therefore could not assume the schedule.

Under this revised rule there is no difference of opinion between men who are posted on the rules, as to any procedure under it, but there is still a difference of opinion as to the correct wording of the rule to secure the desired result. That is, the wording of the rule at present is not plain enough to explain fully to trainmen just what is meant by the rule in its present form. A much better understanding of the rule can be had if we add to the first paragraph the words, "and such schedule shall take effect at once, subject to Rule 82." Also the last paragraph in the rule should be interpreted as though it read, "Not more than one schedule of the same number and day shall be in effect on *any portion of* a division (or subdivision)." Such a wording explains the intent of the rule much better, for it is expected that the new schedule will be in effect from the point where the train of the old time-table was, when the new time-table took effect, in case the schedules correspond as required by the rule.

Electrical Railroading.

BY ELWOOD GRISSINGER.

PART XXXVII.

Induction motors and many other classes of translating apparatus deriving their energy from alternating current

circuits, have what is termed an apparent efficiency as well as a real efficiency. The apparent efficiency of an induction motor is the ratio of the mechanical power delivered by the motor (expressed in electrical units) to the apparent electrical power received at the motor terminals. The apparent electrical power received at the motor terminals and therefore consumed by the motor in developing mechanical power, is that amount of electrical power determined by multiplying the volts pressure at the motor terminals by the current in amperes passing into the motor winding. This apparent power is always in excess of the true energy or real power. The apparent power is equal to the true or real efficiency of the motor multiplied by the "power factor." The meaning of the power factor of a motor or other translating device will be explained later.

Since the apparent power taken by a motor to develop useful power is somewhat in excess of the real energy, it becomes an important element in determining the capacity of static transformers, transmission circuits and generators for the supply of power to a system for use in driving induction motors or other similar translating devices for the use of electrical energy. This also has an important bearing upon the question of supplying the system with a proper working voltage. The true energy or real electrical energy in alternating current systems is the important element in determining the amount of mechanical power that must be applied to the prime mover driving the generator. This means that the amount of apparent power which will appear in the circuits in the generator and external thereto, need be given but little consideration in the matter of engine or other prime mover capacity.

The design of a power station, therefore, in line with the statements just made, when utilized for the generation, transmission and distribution of electrical energy in the form of alternating current must be so planned that the apparent power which is to be taken care of shall have proper consideration. In

general, all translating devices connected to alternating current circuits show a requirement for apparent power somewhat in excess of the real power utilized in the device. An incandescent lamp has a power factor of unity which means that the apparent power taken by the lamp in furnishing light is equal to the real power consumed by the same. This is because there are no coil windings surrounding an iron core necessary in the construction or operation of the lamp. Wherever there is a coil of wire wound about an iron core connected as a part of an alternating current circuit, there is at that point what is termed *inductance*; and the presence of inductance in such a circuit is a disturbing element.

Incandescent lamps as usually supplied with electrical energy, are connected to the secondary circuits of static converters or transformers, and these transformers as previously described are composed of coils of wire wound about or placed within iron cores. This introduces inductance. The effects of this inductance for such devices are greater in proportion to the amount of useful work done as the load upon such a piece of apparatus falls below the full load of the same. This so-called inductance is present in arc lamp windings, transformer windings, induction and other motor windings, electric heating devices, regulating coils, etc. A clearer understanding of this feature of alternating current working brings us to a consideration of the current, electromotive force, power factor and their relations to one another in an alternating current circuit.

It will be recalled that in an earlier paper, an illustration was given of the wave form of an alternating current with respect to the voltage. A similar wave can be drawn representing the amperes flowing in the circuit. There are conditions in alternating current circuits when the wave form of voltage and the wave form of current will coincide with one another, in which case, the current in amperes is in phase with the voltage impressed upon the circuit. The presence of inductance in such a circuit, however, has the effect of throw-

ing the wave form of the voltage out of phase with the wave form of the current. In general, the current will lag behind the voltage, *i. e.*, it will follow the voltage, which means that when the voltage is a maximum, the current will not yet have reached a maximum value. The condition of certain electrical circuits with respect to the capacity of the generating station, transformers or transmission lines, or all of them together, may be such as to require a correction for this lagging of current. Such correction can be made to a satisfactory degree by installing apparatus which will introduce a leading current into the system to compensate for the lagging current caused by the translating devices.

The influence which an induction motor has upon power circuits is due to its power factor. The current strength in amperes to an induction motor is composed of two elements, one of which may be termed a working current. This working current may be compared with a direct current of electricity and can be calculated and understood with the same formulæ as are applied to direct currents, which follow the well known Ohm's law

where $C = \frac{E}{R}$. The other element of current to an induction motor is much more difficult to comprehend. Its effect upon the circuit and its relation to the ways forms of the circuit can only be understood by complicated mathematical and analytical methods, neither one of which have any place here. It is sufficient to say that this second element of current is termed a magnetizing current in an induction motor and is one of those currents which has been called a lagging current. It lags behind the working current above referred to. It is the current which magnetizes the iron elements of the motor.

When a motor is running without a load, the magnetizing current is the important one and as an illustration, we may take a two-phase 200-volt motor. Either phase of the same, which means either of the two circuits of which the stator winding is composed, will have an E.M.F. of 200 volts impressed upon it.

Then, if the resistance of such circuit of the motor in question is one ohm, the strength of current which would tend to flow through such winding would be 200 amperes. The flow of the current through the winding would, however, produce a magnetic field about the conductors of which the winding is composed. Since the current is an alternating one, the direction of the magnetic fluxes will change with the alternations of the current and these reversals would induce a counter electromotive force in the same winding. The counter electromotive force so induced tends to stop the flow of current through the windings for the reason that the counter electromotive force is always in an opposite direction to the electromotive force impressed upon the terminals of the motor. The actual current which would therefore flow through the winding of the motor would be that due to the difference between the voltage impressed upon the motor and the counter electromotive force induced in the windings. A balance or electrical equilibrium is, therefore, soon reached and constant conditions attained. The current cannot be greater than 200 amperes, for if it were it would produce a greater counter electromotive force, and an increase in the counter electromotive force would make it more nearly equal the impressed electromotive force of the circuit, so that the difference between the two would become less, and this would reduce the strength of the current instead of making it greater. This magnetizing or exciting current is a lagging current and flows a quarter of a period behind the impressed voltage, which is equivalent to an angular displacement of 45 degrees, which in turn means that the magnetizing current reaches its maximum value 45 degrees behind the maximum value of the voltage; or, its maximum value comes when the value of the voltage is zero. The magnetizing current of an induction motor is practically constant at all loads.

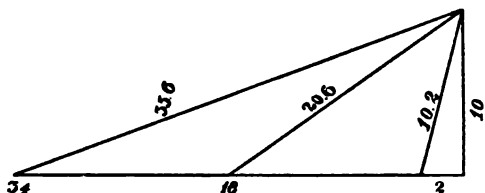
The working current of the motor is in phase with the electromotive force of the circuit; the maximum and minimum values of current and voltage occur at the same time. This working current repre-

sents true energy, the energy which goes into the motor and does the useful work as well as that energy which goes into the motor and evidences its presence by heating the windings. The total current in amperes which such a motor takes is the resultant of the working current and of the magnetizing current. It is not the arithmetical sum of the two currents, as one might suppose, but its value is derived by other methods of analysis, one of which is that of geometrical construction. It may be illustrated by saying that the total current in such a motor can be represented by the hypotenuse of a triangle of which the sides are equal to the working current and the lagging currents respectively. These currents, working current and lagging current, must not be confused with the division of loss currents which were mentioned in a preceding paper. The working current is also divided into currents which show themselves by certain losses in the copper conductors composing the windings, into useful currents, the energy of which is delivered at the motor pulley, useful currents to overcome the resistance in bearings, windage, etc. In this case, the total working current is being considered as a whole and the lagging current in the same manner.

Inasmuch as a simple illustration of the relation of the working current to the lagging current can well be made and since it has a direct bearing upon the description of the item which has been termed *power factor*, it is thought well to include the same here. We may consider a motor whose voltage at the terminals is 200 volts and assume that it requires a magnetizing current of 10 amperes and that the loss current in the copper windings, etc., amounts to 2 amperes, at no load, what, we might inquire, would be the total no-load current and what would be the current when the motor were delivering 4 horsepower, and what would it be when the motor were delivering 8 horsepower?

Now, by a simple process, it is found that the current strength represented by 4 horsepower of electrical energy when the voltage is 200 is approximately 15

amperes, i. e., 4 horsepower equals 746 watts per horsepower multiplied by 4 equals 2984 watts, which divided by 1000 gives 2.98 kilowatts. If we divide 2984 watts by 200 volts, the quotient will represent amperes, or 14.92. For 8 horsepower, the amperes will be approximately 30, or twice as much. The total working current as mentioned above is the sum of that required for the losses in the motor windings, etc., and for the output of the same in mechanical power at the pulley. If we assume, therefore, that 3 amperes are required for the motor losses when the motor is delivering 4 horsepower, and 4 amperes when the motor is delivering 8 horsepower, we will have something to base our illustration upon. The total working current would, therefore, be 2 amperes at no load upon the motor, 18 amperes when delivering 4 horsepower, and 34 amperes when delivering 8 horsepower. If we now lay off a vertical line scaled to a height of 10 equal divisions, which is intended to represent the magnetizing current in amperes (a constant), and to the left of this line lay off in corresponding equal divisions, distances equivalent to 2, 18 and 34 respectively, representing the total working current in amperes for no load, a 4-horsepower output and an 8-horsepower output, we will have the base and one side of a triangle. If we



now join these respective points, 2, 18 and 34 with a straight line, all to meet the end of the vertical line first drawn, we will have three triangles, the hypotenuse of which will be respectively equivalent to approximately 10.2, 20.6 and 35.6. The hypotenuse of the triangle formed by the lines representing the magnetizing current and the working current is in any case equal to the total current. The strengths of the total current in the example chosen are obtained from calculation of the triangles by utilizing the established rule for the calculation of the length of any side of a right-angled triangle, when the lengths of the other sides are known. In this case, the square root of the sum of the squares of the two sides of the triangle equals the hypotenuse of the triangle. That is in illustration for the no-load condition on the motor, 10 squared equals 100 plus 2 squared equals a total of 104. The square

root of 104 equals 10.2, etc. The drawing is inserted to make this point a little clearer. The respective figures used in the text are placed where they belong in the diagram.

A tabulated percentage of increase in current will show that the magnetizing current of such a motor has a large effect on the total current at light loads, and a relatively small effect at full load.

The Electric Telegraph.

J. W. READING.

(Continued from March JOURNAL.)

It was supposed by those interested in making the laying of the Atlantic cable a success that the bottom of the ocean was principally composed of soft mud or ooze into which the cable might sink and rest undisturbed for years, but the last break led the men engaged in the work to believe that sharp-pointed rocks or something of like nature were to be found at the bottom.

Although terribly disheartened over the prospects of success, it was generally considered that the only thing to do was to again splice the cable and make the third attempt. Accordingly, no time was lost in connecting the two ends as passed out from the two boats. At this time only about 100 miles of surplus cable was left on each boat, and the "Agamemnon" was running short of coal; so it was agreed that if the cable parted again before the ships had each made 100 miles they were to return and make another splice. The "Agamemnon" was to start again, while the "Niagara" was to remain in mid-ocean eight days waiting for the return of the sister ship.

If, on the other hand, the 100 miles had been exceeded, the ships were not to return to the starting point, but each to head for Queenstown.

With this understanding the cable was again lowered, sinking down into 2,000 fathoms of water.

The cable, as before, paid out without a hitch and nothing could have been more regular and more easy than the working of every part of the machinery.

At first the ship made only two knots an hour, but the speed was gradually increased to four. At this rate the cable ran out at a speed of five knots an hour and the strain or weight equaled 2,000 pounds. As the wire sank the strain indicated to about what depths it was sinking.

At one time after the "Agamemnon" had made about 40 miles from the starting point the weight indicated that the cable was passing over a submarine mountain, and again later seemingly going down to great depths.

Mr. Bright, Mr. Canning, nor Mr. Clifford, who were aboard the "Agamemnon," never quitted the machines for an instant. Warned by the repeated failures, many of those on board scarcely dared hope for success. Still, the spirits of all rose as the distance widened between the ships.

At noon on the second day out about 70 miles of cable had been laid from the "Agamemnon" and things were going along so nicely that those who were watching and waiting with so much anxiety were persuaded to take a little rest.

The electrical continuity between the ships remained perfect; the signals being as distinct as at the start.

The only cause that warranted anxiety was that it was evident the upper deck coil would run out about 11 o'clock at night, when the men would have to pass along in darkness the great loop which formed the communication between that and the coil in the main hold. This was not unfortunate, but the operation had been successfully performed when the experimental trip was made in the Bay of Biscay and every precaution was taken that no accident should occur.

At 9 o'clock the last flake but one of the upper deck coil had been used. The speed was gradually reduced and the greatest precaution was being exercised when suddenly, without warning, the cable parted when subjected to a strain of less than one ton. Subsequent investigation showed that the cable had been damaged at the point where the break occurred during the great storm encountered when the expedition first started out.

The gun that told the "Valorous" of this fatal mishap brought all on board the "Agamemnon" to the deck with a rush, where they found the machinery silent, while the fractured end of the wire was hanging over the stern wheel swinging loosely to and fro.

There was a regular gloom on board the "Agamemnon" that night, for from the first to the last, the success of the expedition had been uppermost in the thoughts of all.

Immediately after the mishap a brief consultation was held by those in charge and as it was shown that only 14 miles had been exceeded above the 100 planned upon, and that there was still enough cable on board the two vessels to more than cover the mileage from shore to shore, it was determined to go back for the fourth trial. The shortage of coal made it necessary to move under sail only, and it took 20 days of beating against the wind to get the ship back to the place where former starts had been made.

At this time the whole of the upper deck coil of wire, weighing 250 tons, and which weight nearly caused the sinking of the "Agamemnon" in the first big storm, was now stretched out on the bottom of the ocean and the vessel being relieved of so great a tonnage was much easier handled in making headway against the storms.

What made matters worse on this last trip back to the starting point was the fear that the "Niagara" might start to Queenstown and be missed during the storms and fogs encountered.

In order to avoid such a mishap and also to keep in touch with the consort "Valorous" guns were continually fired, fog bells rung and a bugler was stationed forward.

When the "Agamemnon" reached the rendezvous the "Valorous" was patiently awaiting her arrival.

The weather at this time was clear and for two days the two ships cruised about in hopes of meeting either the "Niagara" or her consort ship, the "Gorgon." It was evident then that the "Niagara" had rigidly, but most unfortunately, adhered to the agreement regarding the 100 miles and after the last fracture had set sail direct for Queenstown.

After their fruitless search the "Agamemnon" and consort immediately set sail for Cork, Ireland, and on Tuesday, July 12, cast anchor in Queenstown harbor.

The "Niagara" had reached Queens-town on the 5th and the non-arrival of the "Agamemnon" until nearly a week later was the cause of much alarm.

Those on board the "Niagara" had paid out 109 miles of cable when the electric signals ceased, and obeying their instructions started at once for Queens-town.

The story of the disaster was known all over England in a very short space of time. Mr. Field left the "Niagara" as soon as possible and hastened to London to meet the other directors of the company. He found that the news had not only preceded him, but had already had its effect. Says Mr. Field, "Most of the directors looked blankly in one another's faces. With some the feeling was one of despair. It was thought by many there was nothing left on which to found an expectation of success."

The chairman of the board recommended the abandonment of the undertaking and suggested that the balance of the cable remaining on the ships be sold and the amount of the proceeds distributed among the stockholders.

There were others among the shareholders, however, who did not believe in

giving up and demanded immediate action. A new chairman was elected. These advocates of non-surrender succeeded at length in carrying an order for the immediate sailing of the expedition for a final effort. This determination of a majority of the shareholders not to give up was what proved to the world the possibility of telegraphing from one hemisphere to the other. Had the effort been given up, at that time, the sending of messages under the Atlantic Ocean from one country to the other would undoubtedly have been delayed for a number of years.

The order to advance being given, the ships took in coal and other necessities and by Saturday, July 17, 1858, were ready to sail.

It was agreed that the ships should not attempt to keep together this time, but that each should make its way to the given latitude and longitude. The staffs were composed and berthed as before.

In order to save coal the vessels took advantage of every bit of wind which, of course, delayed their getting to the rendezvous indicated. The "Niagara" was the first to arrive on Friday night, the 23d; the "Valorous" on Sunday, the 25th; the "Gorgon" on the afternoon of Tuesday, the 27th; and the "Agamemnon" not until Thursday morning, the 29th.

Boats were soon lowered from the attendant ships and the cable from the "Niagara" was conveyed on board the "Agamemnon" and the splice effectually made and a 32-pound shot fastened thereto as a sinker, after which 210 fathoms were allowed to run out to allow the splice to sink deeply under the surface.

The preliminaries having again been completed, the paying out vessels started in opposite directions practically in the same manner as on the other occasions; the start being made at 1 p. m., July 29.

Shortly after 4 o'clock of the same afternoon a very large whale was seen approaching the starboard bow of the "Agamemnon" at great speed, and fear was felt for the safety of the cable, and the supposition arose that it might have been one of these sea monsters that caused the other mysterious breakages of the wire. However, in this instance the ponderous living mass passed astern, just grazing the cable where it entered the water.

Everything went well aboard the "Agamemnon" until 8 o'clock that evening, when it was seen that there was an injury to the cable still on the coil and about one mile from that portion going overboard. Not a moment was lost by

Mr. Canning, the engineer on duty, in setting men to work to cobble up the injury as far as the time would permit, for the wire was running out at such a rate that the injured portion must go out in 20 minutes.

Former experience had shown that to check the speed of the cable was likely to bring about disastrous results. Just before the injured portion had been lapped the electrical engineer reported that the continuity through the wire had ceased, but that the insulation was still perfect. Attention was naturally directed to the injured portion as the probable source of the trouble, and not a moment was lost in cutting the cable at that point with the intention of making a perfect splice. To the consternation of all, the electrical tests applied showed the fault to be overboard and in all probability 50 or more miles from the ship.

Not a second was to be lost, for it was evident that the cut portion must be paid overboard in a few minutes, and in the meantime the tedious and difficult operation of making a splice had to be performed. The ship was immediately stopped and no more cable paid out than was absolutely necessary to prevent breaking. As the stern of the ship was lifted by the waves there was great fear that the weight of the cable would break it, as was done on the previous occasion. By paying out the least possible amount without stopping the machinery was thought the only way to avoid snapping the wire and even at the slower rate of letting it out it was thought impossible to make the splice before the sea portion would get away from them, and as the break neared the going over point, it was found necessary to take the chance so dreaded and stop the machinery. Fortunately, it only required two or three minutes to finish the splice, and just as the weight was registering two tons the brakes were loosened and repaired portion passed overboard in safety.

After making the splice investigation revealed that the electrical continuity was still wanting and preparations were made to pay out as little cable as possible and to hold on for six hours in the hope that the trouble, whatever it might be, would right itself. The magnetic needles on the receiving instruments were watched closely for the returning signals, but the last ray of hope was soon gone as they suddenly indicated dead earth and tended to show without a doubt that the cable had parted at some point between the two ships or that the insulation had been completely destroyed.

The hope of a return of the current

had been given up and the officers aboard the "Agamemnon" were undecided as to what course to pursue, when suddenly the electrical energy was again restored.

It was afterwards learned that the total stoppage of the current was caused by defects in the battery on the "Niagara."

For some time the paying out of the cable continued and although another portion was shortly afterwards found damaged the crew had ample time to repair it and about six knots of cable was unreeled every hour. Observations made 24 hours after the stop to repair the cable showed that about 90 miles of cable had been paid out.

At noon on Saturday, July 31, observations showed that nearly 150 miles of cable had been unreeled in the previous 24 hours.

From the signals made between ships it was evident that the "Niagara" had paid out equally as much.

During the afternoon of Saturday a southwest gale sprang up, creating a tremendous sea and which tossed the "Agamemnon" about like a feather and caused the greatest anxiety for fear the pitching of the vessel would part the cable. Throughout that night there was but little hope of success and many lay awake listening for the sound of the gun that should announce the failure of hope.

With Sunday morning came no improvement, but the cable had withstood so much during the night that hopes were considerably revived. At noon observations showed that the ship had made 130 miles from noon of the previous day and was then about 350 miles from the starting point.

The "Agamemnon" had at this time passed over the deepest soundings (2,400 fathoms) and over more than half of the deep water generally, while the amount of cable still on board was more than enough to reach the Irish coast.

At this time prospects looked very promising for the ultimate success of the undertaking, but experience had taught that a certainty would come only with the landing of cable on both shores.

Monday noon, August 2, showed that 127½ miles had been made in the previous 24 hours and that the "Agamemnon" had completed more than half way to her ultimate destination. Throughout Monday the electric signals again failed, due to some defect on the "Niagara," but were soon restored fully as strong as ever. With the exception of the stoppages noted the electrical condition of the wire seemed to be improved. It was evident that the low temperature of the water and the enormous pressure at such low depths had a tendency to

more firmly consolidate the gutta-percha covering, thereby improving insulation.

From noon Monday until the same hour Tuesday observations showed a distance of 134 miles had been covered. About 5 o'clock in the evening the steep submarine mountain which divides the steep telegraphic plateau from the Irish coast was reached and the shallowness of the water had a very marked effect upon the cable, causing the strain and speed to slacken very materially.

About 10 o'clock the shoal water of only 250 fathoms was reached and the only anxiety at this time was the changing from the lower main coil to that upon the upper deck, which was safely accomplished between 3 and 4 o'clock Wednesday morning.

At noon on Wednesday the "Agamemnon" was only 89 miles distant from the telegraph station at Valentia.

By daylight on the morning of Thursday, August 5, the bold, rocky mountains which entirely surrounded the wild and picturesque neighborhood of Valentia hove in sight. No one on shore was expecting the boats and the "Valorous" steamed ahead, firing a salute which hurriedly awakened the inhabitants and brought them to the shores of the bay.

Soon after the anchoring of the "Agamemnon" in Doulus Bay, a signal was received from the "Niagara" that they were preparing to land, having paid out 1,030 nautical miles of cable, while the "Agamemnon" had accomplished her portion of the distance with an expenditure of 1,020 miles, making the total length of the wire submerged 2,050 geographical miles.

At 3 o'clock p. m. the shore end of the cable was safely landed on the Irish coast. The wire was taken into the electrical room and attached to a galvanometer and the first message from shore to shore went through the line.

The steamship "Niagara" experienced very quiet weather after leaving mid-ocean, and her part of the work was comparatively uneventful. She cast anchor about 1 o'clock a. m., August 5, having completed her work, and during the forenoon of that day the cable was landed in a little bay called "Bull Arm" which was at the head of Trinity Bay, making connections with the telegraph office two miles from shore by an overhead land line.

Both England and America were taken entirely by surprise for the reason that the enterprise was universally considered a forlorn hope, but both countries applauded the triumph of such undaunted courage and perseverance and the engineering and nautical skill displayed in this victory over the elements.

It was a curious coincidence that the cable was successfully completed to Valentia in 1858 on which the shore end had been landed one year before, and was exactly 111 years after Dr. Watson had astonished the scientific world by sending an electric current through a wire two miles long, using the earth as a return circuit.

Unfortunately for the life of the new Atlantic cable, Mr. Whitehouse, the English electrician, was imbued with the belief that currents of very high intensity were the best for signaling, and he had enormous induction coils excited by a series of very large cells yielding electricity estimated at 2,000 volts potential.

The insulation was unable to bear the strain and, thus, the signals began to gradually fail.

For something like a week the efforts to work through the cable with the apparatus named proved a failure, although the power was gradually increased. Professor Thomson's reflecting galvanometer, which had worked so well during the voyage, was again resorted to and communication between the countries was again established, the first clear message being received from Newfoundland on August 13, 1858.

On the 16th the following message was sent from the directors in England to those in the United States:

"Europe and America are united by telegraphy. Glory to God in the highest; on earth, peace, good will toward men."

Then followed a message from England's Queen to the President of the United States:

"The Queen desires to congratulate the President upon the successful completion of this great international work, in which the Queen has taken the greatest interest."

The Queen's message was shortly afterwards responded to as follows:

"The President cordially reciprocates the congratulations of Her Majesty the Queen on the success of the great international enterprise accomplished by the skill, science and indomitable energy of the two countries. It is a triumph more glorious because far more useful to mankind than ever was won by a conqueror on the field of battle."

Throughout the United States the Queen's message created great popular enthusiasm and general feeling of good will for the mother country.

The next morning, August 17, the city of New York was awakened by the thunder of artillery. A hundred guns were fired in the City Hall park at day-break, and the salute was repeated at noon, while flags were flying and all the

bells in the city were ringing. That night the city was illuminated. Never had there been such a brilliant spectacle.

Such was the blaze of light around the City Hall that the cupola caught fire and was consumed, and the hall itself narrowly escaped destruction. Portions of the cable that were left on the "Niagara" were drawn about the city.

Similar demonstrations took place in other cities. Nothing seemed too extravagant to give expression to the popular rejoicing.

Congratulatory messages were exchanged between the mayor of New York and the lord mayor of London on the 18th.

Two of the Cunard mail steamers, the "Europa" and "Arabia," had collided on the 14th, the news first reaching New York. A message was sent to England on the 17th, which was the first public news message sent by wire cable. Subsequently, messages giving the news on both continents were transmitted and published daily.

It soon became evident that the insulation of the precious wire was giving way. The high potential currents had been too much for it, and the diminished flashes of light proved to be only the flickering of the flame that was soon to be extinguished.

After a period of confused signals the line ultimately breathed its last on October 20. A total of 732 messages had been sent and received, although the line had been subject to frequent interruptions. The wonder now is that it did so much, when we consider the lack of experience at that period in the manufacture of deep sea cables, and the treatment it received after being laid.

When all the efforts of the electricians failed to draw more than a few faint whispers—a dying gasp from the depths of the sea—there ensued in the public mind a feeling of profound discouragement. It was a most bitter disappointment to those who were financially concerned in the enterprise.

In all the experience of life there are no sadder moments than those in which, after much anxious toil in striving for a great object, and after a glorious triumph, the achievement that seemed complete becomes a wreck.

Although the first great cable proved a failure, yet it demonstrated a very useful object lesson. It demonstrated that a cable 2,000 miles in length could be successfully laid at depths of two or three miles, and that by the agency of electrical currents, distinct and regular signals could be transmitted and received regardless of the great depth of the ocean at various places.

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MAY, 1909.

The Confession of a Signal Man.

James O. Fagan in the *Atlantic Monthly* for April undertakes to discuss "The Railroads and Efficiency of Service." In discussing Fagan's previous "confession" in the April JOURNAL we said that evidently someone had told Fagan what kind of a picture to paint; "that a true picture was not a consideration, but one that would lead the public to believe that organized labor is a menace to society, dwarfs liberty, hinders opportunity, and is indifferent to the welfare of the community."

After saying that the public desires to look beneath the surface and get at the truth and meaning of life, whether in regard to labor conditions or to social surroundings, he gets to his real subject—organized labor—and, after stating that on our railroads labor is organized and firmly entrenched, and that the organization today is probably the most

powerful influence at work in forming the type and ideals of the American railroad man, he invites attention to what is said by that class who are endeavoring to reach the public by transmission through the insulated tower-man with a confession prefix for effect.

He says the public should read the following declaration by Geo. B. Hugo, president of the Employers' Association of Massachusetts, in which he says:

"The strength, power, and corner-stone of the Union structure is efficiency. Inefficiency makes staunch union men. Unionism destroys individuality and the competitive spirit which urges men to strive to reach the top; it retards growth; offers no goal; discourages efforts; says to its members: 'Thus far shalt thou go and no farther;' and teaches the doctrine 'Get all you can, and do as little as you can.'"

That is a standard declaration of the class Fagan really represents in his articles. *Those* who are displeased because organized labor stands in the way of *their getting all they can out of labor, and pay as little as possible for it.*

He quotes Hugo as saying that unionism destroys *individuality*. Individuality as he and his associates use it means to stand alone and, standing alone, destroy organized labor which interferes with their self interest, that which actuates them in all their efforts as an organization of employers; and in this sense we will ask Hugo or Fagan if the Magna Charta was secured through individualism or collectivism. Did individualism make the labor slaves free, abolish serfdom, or bring freedom of conscience and religious liberty? Did individualism bring to laboring men the right to work or not to work? Did it reduce the hours of labor from 16 to 10 and 8? Did individualism secure the enactment of laws to suppress fining systems and the "pluck me" stores? Did it secure the enactment of law which transferred children from the factories at beggar's wages to the schools? Will Hugo or Fagan say that the manufacturers and employers did these things?

Hugo says, "Unionism destroys the competitive spirit." The competitive spirit in commercial life led to the sweatshop; it led to the employment of chil-

dren in factories that was a disgrace to humanity.

That is personal liberty, as Hugo and his kind see it, and which had to be regulated by law, as all the other conditions we have enumerated had to be; and it was not done through any individuality that stands alone, but by collective efforts of those who suffered by the conditions imposed.

The North Carolina Legislature had a proposition before it to exclude children under 15 from the factories. The manufacturers united in a movement to prevent its enactment, which resulted in fixing the age limit at 13 in the direction of cheap labor and ignorance, while organized labor has assisted in fixing 16 years as the limit in the Northern States with compulsory schooling in the interest of good citizenship.

After paying a high compliment to the railroad men as being "brainy, careful and conscientious men," he then asks, "Can we bring Mr. Hugo's declaration home to the principles and policy of the unions and brotherhoods of railroad men?" and then undertakes to prove that it can be applied, and starts out by saying that the business of the railroad is carried on and to a great extent dominated by an agreement or schedule.

"This schedule defines and limits the *responsibility* of both manager and men, and that each class have different schedules which have been drawn up, discussed, amended as necessary, and finally signed by railroad managers and committees of employees."

A gross misrepresentation of the intent and purpose of these contracts which involve no other *responsibility* than conditions of, and pay for, service rendered, the managers agreeing that the conditions and value of service fixed in the contract is fair, and will be paid in accordance with it. The responsibility of the employee rests entirely in compliance with the rules governing each branch of duty, made by the officials, and in which the employee has no voice. But Fagan says:

"Through these contracts both man and manager are unionized to an extent, and that the schedule has the effect of limiting the initiative and personal authority of the manager. In effect the

schedule says to man and manager, 'Take your medicine, or your increase of pay for another year, and keep quiet.'"

Not very flattering to the manager, but he is careful not to tell wherein the schedule limits his authority. He intimates that the schedule when signed is hidden from the public.

Strange that some of the prompters of this man in the tower, with his limited knowledge of facts, did not tell him that our book of contracts or schedules, as he calls them, makes a book of 850 pages and is no more secret than business arrangements between other individuals or corporations, and in fact, is no secret at all. But Fagan, at the end of two pages, gets back to his real theme—seniority—and undertakes to dissect this hidden schedule between "men and manager," and says:

"On the one hand we have the clauses that define the railroad man's hours of labor, the nature of his duties, and the remuneration connected with them. On the other hand we have certain stipulations in regard to discipline, to the right of appeal, to principles and methods of promotion."

With the latter Fagan intimates Hugo's interpretation of organized labor might apply, and quotes Hugo as saying, "Organized labor is a state of industrial disloyalty—and a menace to the best interests of human society." If Fagan and Hugo will canvass the situation and tell what Hugo's class has done in the interest of human society, we will agree to enumerate ten things to the credit of organized labor for every one named by Hugo which has advanced the interest of human society, and in this connection we will tell some things that the railroad organizations have done in the interest of justice and humanity, and will give a reason for the seniority rule which seems to be so obnoxious to the prompters of the man in the tower who by remote intimation, rather than facts, tries to put the rule and those who apply it in a bad light before the public; but we believe the public will estimate his ambiguous tirade for what it is really worth and recognize that he is the cat's-paw of the Hugos and others of his kind who chafe and fume at any rule or law which interferes with their personal prerogative, even though its

tendency is inimical to the welfare of the public or in violation of justice.

It is not necessary to go back into English history to learn of the brutal enactments prompted by the employing class and designed by lawmakers to prevent working people from uniting for their collective betterment. The lesson was learned here in free America, when corporations took the place of individual enterprises. Injustice, ill-treatment, favoritism, and job selling created the incentive for the engineers to join hands as they did in 1863 and organize the Brotherhood of Locomotive Engineers. The men of Hugo's kind discharged them individually and collectively when they found out the men had joined the new Order.

But, realizing that individually they must endure insult, discharge without cause in the interest of some favorite, and get paid as the employer saw fit, without regard to justice, they struggled on, organized in the night and in out-of-the-way places; and driven to become a secret Order by persecution, they grew in strength in spite of it.

There were good and bad men in official places who were employers of men. Some were faithful to the interest of the company that employed them; others used their situations for personal ends, without regard for justice to the employed or the interest of the company, and with these favoritism was the rule. The oldest in the service were frequently discharged or displaced, and the young and inexperienced substituted as a favor to some friend, or for the payment of a stipulated sum from the man promoted. It was an evil both to the men and the service, and it had first place in their efforts to eradicate this evil which destroyed the stability of employment, and the rule that the oldest in the service should have the preference, that they should not be discharged or displaced without just cause, and that they should have a hearing within a fixed time was the eventual result.

The system of fines imposed upon the men for all sorts of mishaps, which compelled the men to pay for the natural risk of transportation business without

sharing in its profits; with the fine paid, the man continued to work, otherwise he was discharged—a moral wrong that became obnoxious to an extent that an equal effort was put forth to stop the practice, and a rule was written into hundreds of contracts. We quote one which appears in one of those secret agreements Fagan talks about, made between the engineers and one of our trunk lines, which says, "*The discipline shall be by reprimand, limited suspension or discharge. No fines will be imposed by any officer.*"

Then came suspension and discharge, justified and unjustified, and this brought the rule which Fagan says interferes with discipline.

In considering this phase of the subject the reader should remember that on one of our trunk lines of thousands of miles there are hundreds of officials to deal with the men and, while generally considerate and just, there may be one actuated by motives that would not be sanctioned by the management, and the rules are made by negotiation with the manager and president for the government of the local officer in his treatment of the men under him; and the following rule taken from a trunk line agreement was considered just or it would not have been written in. It reads as follows:

"(b) In case an engineer believes his discharge or suspension to have been unjust, he shall make a written statement of the facts and submit them to the master mechanic, or other proper officer, and at the same time designate any other engineer who may be an employee of the company at the time, on the same district; and the proper officer, together with the engineer so designated, shall investigate the case, and when at all practicable such investigation shall be made within five (5) days from the date of receipt of appeal of the suspended engineer; and in case the discharge or suspension is decided to have been unjust, he shall be reinstated and receive full pay for time lost, the time to date from the time employee was suspended for investigation."

In the direction of cheap labor many roads adopted what was known as classification, which was seniority in another form. Some had as many as five classes of pay and many had three: engineers, first year, per day, \$2.75; second year, \$3.10; third year, \$3.60. Firemen, first year, \$1.75; second year, \$1.90; third year, \$2.12. This is quoted from a con-

tract made in 1887. These classes were held rigidly in their places on the payroll. The incentive toward cheap service was so great that some of the trunk lines closed their doors to employment, and no matter how intelligent or expert an engineer was he could not get employment. The answer they received was, "We make all our own men;" and on a New England road the classification was carried to an extreme that reduced the oldest fireman's salary when he was promoted to the responsibilities of an engineer, the mechanical department claiming that the damage he did through lack of experience would be more than off-set by his low wage; and the B. of L. E. put forth every effort in the direction of eliminating classification and securing decent remuneration for the class of service rendered, and succeeded in eliminating all but a short period of months in which to test ability and fitness for the service.

Fagan quotes the president of one of the largest railroad systems in the country in answer to his inquiry as to what he thought of the seniority rule, and we quote the following from his reply:

"In respect to the seniority rule, I agree with you that this rule is a very bad one, if the employing officer has no latitude; but on the other hand, the rule of favoritism is also a bad rule, and to look at the thing fairly and squarely, one must realize that the seniority rule was urged by the employees because they thought there was an injustice in the old rule. It is a good deal like what we see in the Government Civil Service. The Civil Service method of making appointments was urged by many reformers because the old 'spoils' system of making appointments was very vicious. . . .

"If we are to look the facts squarely in the face, I think we would have to admit that if there had never been an unjust or dishonest employer, there never would have been trades or labor unions. In other words, trades unions grew and developed as a means of enabling the employees to protect themselves against injustice; and having once grown and become strong, like many another unbridled power, it has gone too far, and become tyrannical."

The above comes from an honest official who acknowledges a broad truth, though he evidently feels that his personal rights are sometimes interfered with. It would be indeed strange and out of harmony with human character generally, if among all the committees looking after the interests of the men

they represent, scattered over all of the American continent, not one should become overzealous in their negotiations for what they believe their right, and if the official who is unable to reach an amicable understanding with such a committee would call for a Grand Officer of the Order, he would not be likely to have that to complain of, as they stand for justice between the employee and employer, Fagan and Hugo, etc., notwithstanding.

Fagan intimates that officials are coerced to reinstate men who have violated the rules and have been discharged, but that is not true, though an appeal for consideration and reinstatement is usually made where the offense is of a minor character, and we are glad to say that usually the officials we have to deal with are men possessed of both honor and sympathy, and when a man who has served long and successfully makes an error he is many times reinstated into the company's service. It adds no dangers that would not be as likely with another in his place, and is a just act between man and man; and the members appreciate these acts of generosity and justice.

The rules embodied in the contracts with the railroad companies are justified by experience, easily demonstrated by facts, and the managers have acknowledged their need by consenting to them. The seniority rule and the rule giving a discharged or suspended employee a hearing within a limited time is of vital importance to the employees. It is their only guarantee that they can remain at a business they have put in hard years of service to learn, and their elimination would be detrimental to the service, destroy confidence, and tend to lower the mentality of men who enter this field of labor.

Fagan's article, if it were not for the unwarranted prejudice of the publishers and the few who put property rights above and beyond human rights, would be considered as a worthless mass of presumption, put together by a man ignorant of the important subject he undertakes to deal with.

Links.

THE Chicago Divisions of the B. of L. E. will hold a union meeting at Hall 309, Masonic Temple, Randolph and State streets, Sunday afternoon and evening, May 30, 1909, beginning at 2 p. m.

The afternoon session will be a secret meeting for the good of the Order.

We expect a Grand Officer present, and all B. of L. E. members who can should attend, as subjects of importance will come up at this meeting.

The evening session beginning at 8 o'clock will be an open meeting, to which all engineers are invited.

The committee of arrangements has taken special pains to have this a banner meeting. They have engaged Mr. L. M. Carlton of the Westinghouse Air Brake Co. to give a stereopticon lecture on the latest devices and equipment of the air brake.

Mr. Carlton is past master mechanic of the Chicago & North Western Railway, and is a very able speaker, and should be greeted by a full house.

Engineers from out of the city will find a suitable stopping place at the Briggs House, Randolph and 5th avenue.

FRANK WARNE, Sec. Union Meeting.

THERE will be a quarterly meeting of the B. of L. E. on the B. & O. R. R. under the auspices of Subdivisions 284, 551, and 477, at Wheeling, W. Va., in the Carroll Club Auditorium, May 26 and 27, 1909. An outing will be held at Wheeling Park on the evening of May 26. Hotels are very reasonable in their prices.

Come, Brothers, and see the second most beautiful depot on the B. & O. R. R. Also, come and investigate our interlocking plant. Bring your wives with you, as ample arrangements will be made for their comfort. Come, every member of the B. of L. E., as matters of serious importance to the members of the B. of L. E. on the B. & O. R. R. will be considered.

Brother Stone, G. C. E., or one of his assistants, will be with us on this occasion.

Wheeling, W. Va., being centrally located on the B. & O. R. R., come and aid us in making this the second quarterly meeting on the B. & O. a success. Take a trolley ride and see our city by electric light. Everything to your comfort. Meeting called to order promptly at 9 a. m., May 26.

Committee: John Murray, M. J. Tearney, Div. 284; J. W. Liggett, John Shane, Div. 551; C. T. Welsh, H. Malone, C. B. Harrington, W. F. Thomas, J. M. Garvey, Chairman, C. Stephens, Secretary, Div. 477.

J. M. GARVEY, C. E. Div. 477.

THE Atlantic City union meeting and next fifth Sunday meeting of the engineers employed on the Pennsylvania lines east, notice of which appeared in the April JOURNAL, will be held on Saturday, Sunday and Monday, May 29, 30, and 31, to which all are cordially invited.

Hotel Colonnade, No. 11 South Virginia avenue, will be headquarters, where emblems will be furnished to all visiting engineers and their families.

The B. of L. E. will hold their meetings in the large Casino on the main floor of the pier, and the G. I. A. will occupy the Family Theater on the second floor.

On Sunday, May 30, an open meeting will be held beginning at 9 o'clock a. m. The afternoon session will be a secret meeting of the members of the B. of L. E. All who attend these meetings must wear the official emblem provided by the committee at Hotel Colonnade.

Through the courtesy of the management of Young's million dollar pier and Young's old pier an admission fee of only 5 cents will be charged to all engineers and their families wearing the official emblem. On the steel pier one-half of the regular admission fee will be charged except during the business sessions on Sunday, May 30, when all engineers and their families wearing the official emblem will be admitted free.

These ocean piers have the best music in the country and all the superior attractions that money can procure.

There will be plenty of good fishing for all who enjoy this sport. Those wishing to take a dip in the ocean will have the opportunity, as the water is fairly warm by the date of this meeting.

There will be a trolley ride from Atlantic City to Ocean City, crossing the long bridge over great Egg-Harbor Bay; motor boat, Ocean City to Longport; then trolley from Longport to Atlantic City, the entire length of Absecon Island, one of the most important features of the entertainment.

We have made arrangements with some of the best hotels at a very low rate, all the prices quoted being for engineers and their families, ranging from \$1.50 to \$2.50 per day. At the headquarters, the Hotel Colonnade, there will be a special rate of \$3.50 to all railroad men and families. This will include dinner Saturday evening, breakfast, lunch and dinner on Sunday, breakfast Monday morning. This rate for two or more in a room. Those wishing to get their meals outside will be furnished rooms at 75 cents per day each, two or more in a room.

These prices are just one-half the regular rate, a great concession to the B. of L. E.

We advise all who wish to attend this meeting to communicate with the chairman of the committee, S. N. Morton, care of the Hotel Colonnade, Atlantic City, N. J., stating just how long you will be here; whether American or European plan; also, how many in a room; whether man and wife, or all men. By so notifying the chairman everything will be prepared for you upon your arrival in Atlantic City, eliminating all trouble of looking for accommodations.

We think there will be a larger representation of Grand Officials than has ever attended any union meeting east of Pittsburgh and Erie.

The Hon. Franklyn P. Stoy, mayor of Atlantic City, will welcome the B. of L. E. with a short address at the opening of the morning session.

All engineers and wives on the P. R. R. lines east of Pittsburgh and Erie who wish to attend this union meeting should make application for transportation through the road foreman of engines' office on their respective divisions and the transportation will be granted, as the superintendent of the W. J. & S. division will honor all requests that come through the proper channel.

Yours fraternally,
S. N. MORTON, Chr.,
J. A. DWYRE,
J. LOVETT, Committee.

BRO. HAVARD WALTON, member of Div. 74, B. of L. E., who has been off duty on account of injuries received some time ago, will open up the Hotel Maryland, No. 146 South New York avenue, Atlantic City, N. J., one block from beach and pier, for this season, to be conducted as a temperance house, and will be ready to accommodate all B. of L. E. members, their families and friends who will attend the fifth Sunday union meeting, May 30.

Special reduced rates for that occasion from May 25, \$1.50 per day.

Brother Walton was injured over a year ago by falling off his engine while in motion, and had an arm, leg, and 12 ribs broken, and will not be able to return to duty for some time and maybe never.

Thanking you in advance, I remain

Yours fraternally,
M. G. STONER, F. A. E. Div. 74.

THE Governor of Louisiana asked the Governors of the Southern States to send delegates to a convention to be held in the city of New Orleans for the purpose of discussing the uniformity of the child labor laws throughout the South.

His Excellency Claude A. Swanson, Governor of Virginia, appointed Bro. J.

E. Henley, of Div 456, to represent Virginia.

Brother Henley well merits the honor bestowed upon him, he having served three sessions as clerk of the legislature, and represented Div. 456 for the past 10 years on the G. C. of A. During that time he also filled the position as secretary of the committee and has served Div. 456 as F. A. E. for the past 12 years.

Brother Henley enjoys a wide acquaintance throughout the State and it is with regret that, owing to the illness of his child, he was prevented from accepting this honor. Yours fraternally,

W. H. WASSUM, C. E. Div. 456.

BRO. JOSEPH BRANDT, Ins. Sec. Div. 414, 349 N. 10th st., Lebanon, Pa., desires us to announce that he has the JOURNAL complete since 1888 to dispose of. For conditions, write to Brother Brandt.

ON Monday, March 22, 1909, at K. of P. Hall, Algiers, La., we had a joint meeting of Subdivisions 193, 426, 693 and 531, with our Assistant Grand Chief, Bro. H. E. Wills, present. We had 45 members present.

This being the regular meeting time and place of Div. 531, the regular business of the Division was transacted, after which Brother Wills addressed us on the good of the Brotherhood, and spoke for two hours; his talk was listened to with wrapt attention, as it involved much that was new to us.

Brother Wills told us of the great amount of good that was being done by the different Assistant Grand Chiefs all over the country. He brought us in his talk from Canada to Mexico, and from the Atlantic to the Pacific, and showed us in many different ways the benefits of this grand old Brotherhood, and advised us all to attend our Division meetings and work in harmony with one another.

After Brother Wills' address he was given a rising vote of thanks by all members present.

Several other Brothers made remarks, after which Bro. E. A. Calhoun, C. E. of Div. 531, invited all present to partake of refreshments, which were served on the lower floor. Needless to say that the invitation was accepted and all seemed to have a good time, and only regret that we do not have more of these meetings; but we know that our Assistant Grand Chiefs have a lot of ground to get over and it is impossible to have them with us as often as we would wish.

Fraternally yours,

E. H. CAYARD, F. A. E. Div. 531.

P. H. PECK Div. 394, Chicago, Ill., although organized a number of years, owing to a limited field has not gained greatly in membership in the past, but we have held our own and see prosperous times ahead. At the last two regular meetings of the Division we had initiations and for the next meeting we have three candidates.

At the close of the last meeting the Sisters of G. I. A. Div. 414 came to the Division room, and on being admitted, invited the Brothers to a sumptuous luncheon which was enjoyed by all present.

The Brothers were seated first, as the guests of honor, and waited on by the Sisters, and afterwards waiting on the Sisters.

At the close of the luncheon some of the Brothers showed their appreciation by assisting in the dish-washing.

Brothers Anderson and Jackson who each have a belt measure of about 52 inches, made striking pictures in their dainty aprons, a great contrast to our slim Brother Mack with his "princess front."

The afternoon was pleasantly spent with music and singing.

Former master mechanic P. H. Peck, for whom Div. 394 was named, was present and gave a very pleasing talk. We also had with us Bro. W. A. Tawes, road foreman of engines C. & E. I.

Much credit is due Brother Vock's two daughters for the music furnished by them; also the singing of Mr. Ed. O'Connell, who was ably accompanied by his cousin, Miss Ethel O'Connell.

We hope the Sisters will come again soon, as all present enjoyed the day. These little social happenings help to build up our Division, as well as the Auxiliary.

Div. 394.

THE first annual ball was given by Transcona Div. 764, B. of L. E., of the Grand Trunk Pacific Ry., on April 13, at Melville, Sask. Doors were open at 7:30 p. m., music began at 8:45 p. m., grand march at 8:50 p. m., led by Chief Dispatcher O'Rourke, followed by 150 couples, breaking into the Chamberlain waltz at 9 p. m., and followed by 10 other dances of various kinds, and at 12 o'clock an elegant supper was given. After supper we were entertained by solo on violin by one of the orchestra, followed by an eloquent speech from Superintendent W. C. C. Mehan, which was received with many cheers, and then continued with the rest of the program, which contained 10 other popular dances, of which "Home Sweet Home" was the last at 4 a. m. The evening was a great success and enjoyed by all who were

present, and the event of the B. of L. E. ball will long be remembered, and the Brothers will anxiously await the second annual ball.

Fraternally yours,

A. McTAVISH, F. A. E. 764.

SUBDIVISION 657, B. of L. E., and Lodge 341, B. of L. F. & E., took the town of Revelstoke, B. C., by storm when they held their second annual ball on April 13, having 800 of the 3,500 people in Revelstoke in attendance at the ball and took supper with them. A clipping sent in by Bro. Joe Collin, from a local paper, has the following to say relative to the ball:

"Without exception the dance last night was the social event of the season and the greatest undertaking in the entertainment line that has yet been held here.

"Passenger traffic was very heavy round the Opera House depot last night and extra crews and switchmen were busy piloting the throngs of invited guests that surged into the hall. The room was handsomely decorated with many colored lights, streamers and flags, the locomotive trophy on the stage being a feature. The attendance was a record one. The committee handled the affair admirably. The 'headlight' waltz was extremely popular. Space will not permit of an elaborate account of this great dance, but we are safe in saying that there are no more popular hosts in Revelstoke than the members of the B. of L. E., and B. of L. F. & E. 'Here's to the man at the throttle and the man behind the furnace door.' Music was furnished by the Independent Band.

"A pleasing feature of the evening was the presentation by F. R. Mitchell, on behalf of the Brotherhoods, to W. W. Foster of a Masonic ring and a handsome jeweled scarf pin as a testimony of the high esteem felt for him by his railroad friends."

THE annual social entertainment of the Brotherhood of Locomotive Engineers, Div. 146, of Oskaloosa, was held at the Armory Hall, Wednesday evening, March 17, and the affair scored one of the biggest successes of the season. The engineers have been noted for their good crowds and excellent dances, and their invitations brought out a most select company of between 150 and 200 couples. The floor was full at every dance, and the size of the Armory was the only preventative of a larger attendance. It was an occasion of gay gowns and striking colors, and the preponderance of St. Patrick's green was significant of the day which was thus celebrated. F. W. Snyder presided as chairman of the floor

committee, assisted by P. R. McCosh, T. J. Maxwell and F. C. Porter, and the program was kept moving at an enjoyable pace. Hoopes' eight-piece orchestra furnished delightful music, and the whole entertainment was splendid. The executive committee who had entire charge of the dance and who did the work preparatory to the big event consisted of F. L. Dasher, chairman; F. W. Snyder, C. E. Mason, J. T. Elder, F. C. Porter, P. R. McCosh, E. M. Anderson, C. M. Sleeth and T. J. Maxwell. Chief Engineer Dasher and wife led the grand march at the opening of the program. — *Oskaloosa Herald.*

At a meeting of Divs. 401, 301 and 743, located at Roanoke, Va., the following resolutions were unanimously adopted:

Mr. J. J. Barry, who was appointed general foreman March 15, 1907, at the West End Shops, Roanoke, Va., of the Norfolk & Western Railway, has again received a promotion as master mechanic of the Pocahontas division of the N. & W. Ry., to succeed Bro. L. D. Gillett, who has resigned to take employment with another road. Mr. Barry's headquarters will be at Bluefield, W. Va.

Resolved, That it is with reluctance that we, the enginemen of the Radford, Shenandoah & Norfolk divisions, have to sever our connection with Mr. Barry, for since he came to us as general foreman we have learned nothing of him but to love him. His generosity and kindness to us all as an officer will ever be remembered, always ready and willing to lend us a helping hand.

Further resolved, With all of his traits of high honor, let us not be unmindful of the fact that he is deserving of his high promotion. Then let us be loyal men and say to our Brothers in Division 448, what has been our loss has been their gain, for it is with a true and loyal spirit that we recommend Mr. J. J. Barry to them.

W. H. HITT, F. A. E. 401.

THE M. C. R. R. system union meeting was held in Detroit, Mich., April 18, under the auspices of Detroit Div. 1. The secret meeting was held at 10 a. m., with Brother Austin of Div. 2 in the chair as Chief Engineer. The open meeting was at 2 p. m. We had a very fine meeting and a large attendance.

We also had the pleasure of having with us our Grand Chief W. S. Stone, who gave us a very instructive talk in the morning.

We had the pleasure of initiating Bro. C. W. Nye.

The occasion was made very impressive by the fact that Div. 1 presented its Past

Chiefs, Chas. Baker, Frank Pimlott, C. D. Brown, Wm. Rymer, Chas. Harkins, and T. Teahen with the Past Chief's badge. These were the first given under the new law passed at the Columbus Convention.

The union meeting was called to order at 2 p. m. by the chairman, W. H. Kent, who stated the object of the meeting. He then introduced Mr. Muir Snow, assistant general superintendent of the M. C. R. R., who spoke on Fidelity, this being the subject chosen.

He was followed by Grand Chief Stone, Mr. D. S. Sutherland, supt. M. C. R. R.; Mr. Geo. Hopper, paymaster M. C. R. R., who had been with the M. C. since the early forties and gave us the history of the road since its beginning, which was very interesting; Mr. Geo. Diamond of Jackson; Mr. Parks, division master mechanic, Jackson; Mr. Flynn, division master mechanic, St. Thomas, Ont.; Mr. Corbett, road foreman of engines; Mr. McAndrew, road foreman of engines, St. Thomas, Ont.; Mr. Al Austin, Div. 2; Mr. John Dean, chairman G. C. of A., Bay City; Mr. Eli Cowles, St. Thomas, Ont.

The speeches were very interesting to all and should have a good effect.

It was decided to hold the next union meeting at Jackson, Mich.

A. B. WALLINGER, F. A. E. Div. 1.

At McDonoughville, La., when the regular meeting of Subdivision 193 was in session March 15, and we were, as usual, very much taken up with our work, we were interrupted by a knock at the door, and upon investigation found a number of smiling faces from Minerva Div. 305, G. I. A. to the B. of L. E., who were waiting to give us a very pleasant surprise, and we must say it was a very "useful" surprise, as the President in behalf of Minerva Division presented us with a set of officers' jewels for use in our Division. We feel proud in saying we think we were the first ones to receive a shipment from the factory of the new jewels adopted at the recent Columbus Convention.

The Sisters also informed us that when our meeting was over we would find



them downstairs ready to assist us to enjoy the splendid supper that was awaiting us.

After our meeting adjourned we proceeded to the supper-room, where our Chief, Brother Higgins, on behalf of the Division thanked the kind Sisters for the valuable gift to us, and also said that in having little spreads he thought it a very clever idea for the co-operation of the Divisions. Again he impressed upon the members of Minerva Division that Crescent Div. 193, B. of L. E., was at all times ready and willing to assist them in any undertakings. I remain,

Fraternally yours,
R. ENGLER, F. A. E.

ON the evening of March 24, the members of Div. 151, B. of L. E., Burlington, Ia., assembled at K. C. Hall by invitation of Div. 343, G. I. A., who had prepared a fine program for their entertainment.

The hall was very prettily decorated in the colors of the G. I. A., and the Sisters, gowned in white and carrying pink carnations, presented a pleasing effect.

After a pleasant half-hour spent in getting acquainted, the Brothers and Sisters were called to order and an address of welcome was delivered by the estimable President of Div. 343, Mrs. J. Sutherland, which put everybody at ease and made them feel at home.

The program consisted in part of the officers' drill, which was executed in a manner highly complimentary to the officers of Div. 343.

A number of musical selections and recitations were rendered by the sons and daughters of various engineers, which reflected much credit on the young people.

A very interesting feature was a drill in which all the Sisters participated, led by Sister Richards, Past-President of Div. 343. The intricate figures were executed with a skill and precision which showed that much practice had been bestowed upon them. The white dresses and pink carnations under the many colored lights presented a picture at once unique and pleasing, and seldom equaled even on the stage. At the conclusion the ladies were greeted with well merited applause.

A four-course supper was then served, to which all present did ample justice, and which was thoroughly enjoyed.

The Sisters of Div. 343 demonstrated that they are entitled to a place in the front rank as hostesses, and are pronounced royal entertainers by the members of Div. 151.

At a late hour all departed for their

homes, carrying with them memories of an evening thoroughly enjoyed and long to be remembered; and we assure the Sisters of Div. 343 that their efforts were thoroughly appreciated.

MEMBER OF DIV. 151.

CHARLESTON DIV. 245, Charleston, Ill., celebrated their 25th anniversary in an enjoyable manner March 26, and it was the largest local social gathering of the B. of L. E. and G. I. A. members ever held here.

An oyster supper was served to about 200 guests. The tables were well arranged and the dining-room beautifully decorated.

After supper a pleasing program was rendered, consisting of vocal and instrumental music, and an exhibition drill by the Sisters of Clover Leaf Div. 16, G. I. A., the drill being the special feature of the program.

Complimentary comments were made by all who were present, which were justly due them for the perfection of the drill.

All of the letters of the G. I. A. to the B. of L. E. were gracefully formed and a unique feature of the drill was in the forming of the letter H which was for Sister W. B. Horstman, the ladies forming the center of the H marching from their position and presenting Sister Horstman with a beautiful souvenir spoon. Sister Horstman had just completed a school of instruction which had been arranged by Div. 245 and, in expressing herself on the work of the Sisters, said, "There is none better."

Miss Jennetta Powell read a selection entitled, "The Troubles of a Roundhouse Foreman," which was very entertaining. She also read one of Bro. Geo. Daniel's work reports. The length of it showed his ability as an inspector beyond doubt. One of Brother Moltz's delay reports was also read, in which he explained cause for losing time, and driving-box running hot behind.

Brother Weisguth was called on to sing a German song, "Die Wacht am Rhein," but, as he preferred to speak it, received much applause.

The out-of-town visitors consisted of the officials of the Clover Leaf from Frankfort, Ind., and Charleston, Ill., and delegations of ladies from Divs. 344, of Champaign, Ill., and 445 and 47 of Mattoon, Ill., and 279 of Delphos, O.

After the program Mr. J. C. Clement, our superintendent, and Mr. M. Mare, our master mechanic, addressed the company in a few well-chosen remarks which were well received.

The perfection of the ladies' drill formed an object-lesson for our master

mechanic, in which he demonstrated in a masterly way that this was the result of strict adherence to the rules and instructions of superior officers, and that the success of the railroads depended on the employees doing likewise.

J. C. Moses, our roundhouse foreman, was also present and seemed to enjoy it.

Much credit was given the committee of arrangements for the success, and the occasion will long be remembered by all who were present. C. E. L.

THE Brothers of Subdivision 522, Chicago, Ohio, were invited to attend a social entertainment at their hall by the Sisters of Div. 192, G. I. A., and spent the evening, the occasion being the fifteenth anniversary of the organization of G. I. A. Div. 192.

The Brothers turned out to the number of about eighteen or twenty. I do not know what the magnet or drawing card was, unless it was the anticipation of something good in the eating line. If that was it they certainly were not disappointed.

The evening was spent in listening to an interesting portrayal of the birth and life of Div. 192, G. I. A., which was given by Sister Heacock in a very able manner; giving in detail the manner in which they conducted their business and the growth of the Division to the present time, which was very interesting to all; and if the Brothers would transact the business of their Division in as able a manner as the Sisters do theirs I think it would be a move in the right direction.

After Sister Heacock's remarks there were remarks from others of the Sisters.

We were then treated to a very pleasant feature in music and speeches by quite a number of the children, which was very entertaining.

Sister Butler sprung a surprise on the Brothers that came very near having fatal effect. She started a spelling contest and, at once without time for them to pull themselves together, commenced pronouncing words for them to spell. Say, the block was red, and they all had to back in. They could not read the orders; gave it up; and told the boss to lay them off, after which the Brothers were called upon for remarks by the President, which was responded to in a very able manner. But they were again startled by the sound of Sister Seigal's voice commanding them to sit down. They were not long in obeying the orders, for a faint glimmer flew through their minds that the train bearing the good things that they were patiently waiting to arrive was on time, and so it was; and when the menu was spread before them

you may be sure that they did ample justice to it.

This closed the program for the evening and I assure the Sisters that all who were present enjoyed themselves. The Sisters cannot be commended too highly for the able manner in which they planned this—one of the most enjoyable evenings that the writer has spent in a long time; and I think I voice the sentiments of all the Brothers present, and we hope the good Sisters will come again at their pleasure. A PARTICIPANT.

THERE was a joint union meeting held under the auspices of Div. 772, B. of L. E., and Lodge 646, B. of L. F. & E., at Pittcairn, Pa., March 21, 1909.

The purpose of the meeting was to bring about, if possible, a better feeling between the two organizations on the Pennsylvania system. And I believe that all who were present will agree that everything that was said and done was consistent with the object in view.

It is always considered a great favor to have a Grand Officer present at a union meeting, but it is few meetings that are so honored as to have two Grand Officers present and they the leaders of two great international organizations. The Brothers on this end of the Pennsylvania system feel highly honored by the fact that Brother Warren S. Stone, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, and Bro. W. S. Carter, International President of the Brotherhood of Firemen and Engineers, were present at this meeting. It looks as though there was a new era before us and that the unnecessary strife that has existed between the two organizations for some time past will cease, and the energy that has been used up in vilifying each other will be applied in directions that will be compatible with the declared principles of both organizations.

Brothers Stone and Carter spoke to the meeting for about three hours, and I wish to say candidly that I have never heard so many good things said at one meeting (and I have attended meetings in all parts of the Eastern country), as were said at this one by our Grand Officers.

There were questions asked from the floor, and the frank, straightforward manner in which Brothers Stone and Carter answered was highly interesting and instructive. It is needless to say that Brothers Stone and Carter did not agree on all questions, and of course, answered accordingly, but as a whole, there was a liberality and respect shown for one another's opinions, which spoke eloquently for the broadmindedness of all present. The consensus of opinion

seemed to be that the Engineers' and Firemen's Brotherhoods should co-operate on all questions of mutual concern, and this opinion had the endorsement of our Grand Officers.

The visit of Brothers Stone and Carter to Pitcairn has emphasized one thing, and that is, that the trouble between the two organizations is not with the Grand Officers but with a very small percentage of the rank and file.

This was stated at the meeting by both Brothers Stone and Carter.

Now, it would seem that there are no insurmountable obstacles in the way of these two great Brotherhoods coming to a thorough understanding, and that they could co-operate on all questions that mutually concern the engineer and the fireman. I hope that Divisions and Lodges all over this broad land will copy

B. of L. E. representatives; some of them however, got away before we had the picture taken.

We had a very profitable time while there, and business of considerable importance to all workingmen was transacted, as this society is composed of all labor organizations in the State having a membership of more than seven, and is a creature of law enacted at a special session of the Kansas Legislature about 12 years ago; and provides that all societies or organizations banded together for the purpose of compiling labor statistics or the advancement of labor interests having a membership of more than seven are eligible to send delegates in proportion to the number of their membership to a convention to be held at Topeka in February of each year; also provides that they shall elect biennially a President,



B. OF L. E. REPRESENTATIVES AT THE LABOR AND INDUSTRY CONVENTION, HELD IN TOPEKA, KS., FEBRUARY.

H. E. Hansen, 344, Wellington, P. J. McBride, 422, Goodland, A. S. McAllister, 261, Herrington, A. Beeler, 234, Topeka, Judge Mee, 81, Kan. City, M. Hurley, 396, Argentine, W. O. Van Pelt, 527, Pittsburg, Ks.

after Div. 772 and Lodge 646 and hold joint union meetings and get closer together. You will be fully compensated for your trouble; this is no guesswork, it has wonderfully improved the feeling of the men here and this can be duplicated wherever men are energetic enough to try. Remember the Good Book says, "In thy labor there is profit; but the talk of the lips only tendeth to penury."

It will be readily seen that this movement is popular, as there were about 400 engineers and firemen present from the Pennsylvania Lines East, Pennsylvania Lines West, Baltimore & Ohio, and New York Central systems.

ROBT. F. JACKSON, F. A. E. Div. 772.

DURING a convention of the State Society of Labor and Industry held in Topeka, Kans., on Feb. 1, 2, and 3, the accompanying picture shows part of the

Vice-President, Secretary and Assistant Secretary; the said secretary and assistant secretary shall be ex-officio State Labor Commissioner and assistant, and shall receive a salary from the State of \$2,000 for Commissioner and \$1,500 for Assistant Commissioner; and the State has also been liberal in its appropriations for expenses and maintenance, until we now have a large and complete bureau consisting of Commissioner, Assistant Commissioner, one Factory Inspector, a Statistician, Clerk and a Stenographer, and at this session just closed the legislature provided an additional factory inspector and a chief clerk, making in all seven strong and efficient men working for the interest of labor in this State.

The present Commissioner, Bro. W. L. A. Johnson, is a strong and able man, a member of the boilermakers' organization, and has held this position for

several years, and it is largely due to his ability and energy that this splendid institution is with us.

We attach a great deal of importance to the fact that the commissioner and assistant are elected at our convention by the representatives of the actual working people of the State, and this strong agency for good is thereby entirely free from political influence and domination, and it matters not to us what political party is in power this bureau goes steadily on its way, and it is answerable only to the organized workers.

In our convention some years ago we established a Legislative Committee composed first of three then of four members selected from the different classes of trades. This committee is supported by a voluntary subscription of 10 cents each two years per member of the organizations belonging to the society, which gives us ample means to carry on the work, pay attorney fees, and for the printing of several thousand copies of a full report.

This committee up to the present session of the legislature has been instrumental in the passage of some 30 labor laws, and at this session just closed we got through 11 others, all, or nearly all of which has been proposed by resolutions, adopted at our conventions, prepared by the committee and crystallized into law by the legislature, besides a number of bills that were inimical to the interests of labor that we were able by our efforts to defeat.

The delegates from the engineers that have attended these conventions have realized the great power for good in this institution and are enthusiastic for its advancement, and they see great possibilities for good in the future, from its increased capacity and its ability to do things, and do them at a very light cost.

The writer has had the honor of being Secretary for the Legislative Committee for the past six sessions, and has collected the money necessary for its support, and with the splendid results mentioned above covering a period of 12 years, it has cost the organized worker of this State 60 cents per capita.

Every B. of L. E. delegate present at the convention joins with me in the most earnest request that every Division of engineers in this State be actively represented at the next convention. You cannot afford to stay away; be sure and have your legislative representative present at Topeka on the first Monday in February next.

W. O. VAN PELT, Div. 527.

THE union meeting held in San Antonio, March 29, 30 and 31 was a brilliant success in every particular and much credit is due the committee of arrange-

ments for the way they prepared for the entertainment of the visitors.

The crowd was larger than anyone hoped for or dreamed of and the hotels and rooming houses were taxed to the limit. It has been roughly estimated that there were at least 1500 visitors, including engineers, their wives, families and friends. All were taken care of and comfortably housed and spent three days of unalloyed pleasure greeting old friends, making new ones, enjoying the hospitality of the San Antonio Brothers and Sisters and sight-seeing among the picturesque and historic scenes that cluster around the Alamo City.

T. P. O'ROURKE.

Of the meeting we glean the following from the *San Antonio Daily Express* sent us by Brother O'Rourke:

The public meeting at 2 o'clock p. m., on Monday, March 29, was held in Beethoven Hall.

Following the opening prayer by Rev. Arthur Jones, pastor of the First Presbyterian Church, W. F. Griffin, master of ceremonies, introduced Mayor Bryan Callaghan as "he who assumed charge of this city 20 years ago when it had not a single paving stone in its limits, and who has made it the beautiful San Antonio of today, modern in every respect and with miles and miles of paved streets."

Amid applause Mayor Callaghan welcomed the visitors to San Antonio. He said that union labor is now recognized as indispensable, and paid a high tribute to the standards of regulation between capital and labor which the Brotherhood of Locomotive Engineers has maintained. He also expressed admiration for the "iron nerve of the man at the throttle," and dwelt upon the responsibility for the lives of the traveling public which the engineer bears.

A song by the Katy Quartet, composed of Missouri, Kansas & Texas engineers, followed and gained hearty applause. The quartet is made up of A. Hockett, William Lewis, M. McComas and B. Tombs.

Next came a number which was heartily appreciated and which was referred to by every speaker that followed—a song by twelve little girls, daughters of San Antonio engineers. "You are as Welcome as the Flowers in May, We Welcome the G. I. A.;" the little girls presenting beautiful bouquets to Mrs. W. A. Murdock, Grand President of the Auxiliary, and Mrs. M. E. Cassell, First Assistant Grand Vice-President.

A solo by Mrs. Thos. E. Humphrey, of Columbus, O., followed. She sang, "For All Eternity."

George McQuaid was then introduced and spoke in behalf of the Business Men's Club of San Antonio. After assuring the visitors that they were welcome, Mr. McQuaid dwelt upon the great importance of the Brotherhood of Locomotive Engineers, calling them the "greatest labor organization of America and the world."

Mrs. B. W. Wyatt, President of the local division of the Auxiliary, then welcomed the visitors. "I am glad to see so many of my brothers and sisters come to San Antonio," said Mrs. Wyatt, "and

among them I see familiar faces from my old home in Iowa. I am particularly glad to welcome these to San Antonio, my adopted home. It is the city of the South. Its old historic relics are priceless, its beauty incomparable, its climate perfect and its future unequalled."

Extolling the aims and achievements of organized labor, showing the beneficial results of statutory labor regulation, the promises of Senator Charles L. Brachfield to the Brotherhood that the Texas Legislature will ever give labor's requests the highest consideration, were received with cheers.

"I began my public service, I must confess," said the Senator, "little realizing the great necessity of labor regulation. But like many of the men who fought the different statutory labor regulations, I cannot now but see the great good all such laws that have been placed upon the statute books of Texas have wrought. I am glad I can say that every request of labor organizations has met with my highest consideration and I, in common with all my colleagues, assure you that we will ever give them all our best influence.

"The laborer unorganized cannot get his dues in these days of corporation and combination of capital, and far be it from the Texas Legislature to deny them every possible privilege of organization that will insure them their just dues."

"The Last Railway to Heaven," sung by W. D. Lewis of Denison, leader of the Katy Quartette, proved so appropriate that Mr. Lewis was not allowed to go without responding to the encore. He responded with the famous song composed by W. W. McCollert after the sending of the famous message in the same words by President McKinley when he was called to the bedside of his dying mother.

J. H. Kirkpatrick welcomed the visitors in behalf of the citizens of San Antonio. Scoring several appropriate witticisms and showering compliments upon the ladies, Mr. Kirkpatrick brought down the house.

Senator Julius Real addressed the assemblage, telling the visitors that he was proud to welcome them to San Antonio, and that San Antonio is within the district he represents in the Texas Senate. Regarding labor organization, he said that both the representatives of capital and of labor had just rights and that each could better progress organized than unorganized. "By regulation of this organization," said he, "equal standards can be maintained and progress facilitated. Organization is the foundation of our great government, and is the means through which the different States have developed into their undisputed greatness as a nation." He concurred in Senator Brachfield's position as to organized labor, and promised to ever protect the rights of the laborer. "I am a laborer myself," said the Senator, "and though I may be ignorant of the difficulties which beset your paths, I can and do appreciate your position and uphold it in legislation."

Senator J. G. Wellacy on being introduced, said:

"Brothers and Sisters: Just 21 years ago I was one of the Brotherhood and lived the life you live at the throttle of the engine. I still have my card

of membership in the Brotherhood, and I regard my achieving that membership as the greatest distinction of my life. I do not know what crime I have committed or what led to my downfall, but I must admit that I am no longer at my engine, but have somehow drifted away and into the Texas Senate. I remember my old days at the engine, and I remember very distinctly looking and watching every day from my cab window for the white handkerchief waved from the door of the farmhouse—the house I afterwards visited and stole the handkerchief, with the girl tied to it. And I am proud to say I managed to carry the girl home with me."

Outlining his views of organized labor, the Senator said he concurred exactly in the position taken by Senator Brachfield.

Nat M. Washer, with grace and pathos and witicism, enlivened the long sitting of the visitors. "Even the dust has risen to welcome you," he said, referring to the dusty streets. Continuing he said he saw that the engineers had come here for business. "For I have noticed that they have brought their wives with them. If they had come for pleasure they would have left them at home."

Hon. Thad T. Adams made a short address, and in behalf of his colleagues, Representatives Chester H. Terrell and J. J. Strickland, who were on the program for speeches, begged to explain that important measures pending in the legislature had not permitted all three of them coming.

The following speakers, Homer Eads, of the International & Great Northern, H. W. Anderson, of the Southern Pacific, Assistant Grand Chief E. W. Hurley, and Mrs. W. A. Murdock, Grand President of the Auxiliary, made their addresses and responses short because of the late hour.

On Tuesday, March 30, executive sessions were held at 9 a. m. and 2 p. m., Bro. W. F. Griffin presiding, when addresses were made by Assistant Grand Chief E. W. Hurley, Bro. W. E. Futch, President Insurance Department; Assistant Grand Chiefs H. E. Wills and E. Corrigan; Bro. A. F. Goodrich, Chairman Legislative Board of Texas, and others, which proved to be very interesting and instructive.

At these meetings resolutions were adopted thanking all those who had contributed to the success of the meeting; the railroad officials in particular for the many courtesies extended to the visitors; the day closed with a grand ball at Beethoven Hall, which proved to be a grand success.

Wednesday, March 31, was devoted to sight-seeing, beginning with a grand review of troops at Fort Sam Houston at 9 a. m., and a trolley ride around the city at 1 p. m.

Many Brothers who were present and recipients of the hospitality of San Antonio will tell of the grand success of the meeting as a whole, so we will leave some of it for them to tell.

The Grand Officers who were present were extremely well pleased with the

meeting as a whole and desire to specially compliment the committee of arrangements for the splendid manner in which they handled and provided for the large number who were present, their untiring efforts making the stay both pleasant and profitable; and declare it the most successful union meeting ever held in that section of the country.

The next Texas union meeting will be held in Galveston, Texas, in April, 1910.

BRO. W. D. TUCKER, member of Div. 299, Amarillo, Texas, and **D. H. Nichols** desire through the JOURNAL to thank the officials and employees of the T. P. Ry. and Ft. W. & D. and P. V. lines for their kind assistance and courtesies extended Brother Tucker and family whose little son died at Wells Point, Texas, on March 18, 1909, and was brought to Amarillo, Texas, for burial.

E. P. COOLEY, F. A. E. Div. 299.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

Subdivision—	Subdivision—
140—T. J. Brooks, O. W. Hooper.	201—A. Clem. 362—Frank B. Dawson.

Wanted to know the present address of Bro. Robert Fletcher, who left Water Valley, Miss., about eight months ago for Chicago. Kindly address Bro. E. F. Chriss, F. A. E. Div. 99, Lock Box 425, Water Valley, Miss.

Wanted—To know the whereabouts of George W. Chase, who when last heard from was an engineer on the Monon Route between Chicago and Indianapolis. Kindly address his brother, Mr. Herman B. Chase, Tully, N. Y.

Frank C. Doan, formerly a fireman on the A. T. & S. F. Ry., out of Cleburne, Tex., who when last heard of was running an engine out of Palestine, Tex., on the I. & G. N. Ry., will hear something to his advantage if he will write to Bro. E. P. Cooley, F. A. E. Div. 299, 602 Garden avenue, Roswell, N. M.

Information is wanted of the whereabouts of Patrick J. Maher, who when last heard from in 1906 was running an engine on the M. & O. R. R. out of Mobile, Ala., but is now believed to be in New Orleans, La. Kindly address his sister, Mrs. Ella Maher Wall, 273 Halifax street, Petersburg, Va.

Traveling card belonging to Bro. R. M. Wambachor, member of Div. 559, has been lost. If presented for favors kindly take up and forward to Bro. P. A. Bethune, F. A. E. Div. 559, Proctor, Minn.

Wanted—To know the whereabouts of Chas. H. Bradler, who when last heard from in January, 1909, was running an engine out of Savannah, Ga. Kindly communicate with Bro. J. L. Fickling, F. A. E. Div. 210, 713 Second street, Macon, Ga.

Information is wanted of the whereabouts of Wm. A. Kalat, engineer, who when last heard from was at the Jerrell Hotel, High Point, N. C. Please address Bro. Fred Shippey, C. E. Div. 164, 1111 Santa Fe street, Atchison, Kans.

Anyone knowing the whereabouts of Timothy O'Connor will confer a favor by notifying Bro. W. S. Stone, 306 Society for Savings Building, Cleveland, O. He was at Bay City, Mich., about one year ago. After leaving there it was rumored that he was employed on a railroad in the Dakotas; later was employed by a dredging company in Galveston, Tex., and was on the Pacific Coast, probably at Portland.

Anyone knowing the whereabouts of Mr. L. B. Heath, formerly a member of B. of L. E. Div. 362, will confer a favor by notifying Bro. Henry Henson, F. A. E. Div. 362, 1325 T avenue, La Grande, Ore.

Information is wanted of the whereabouts of Mr. B. B. Mercer, who when last heard from in January, 1909, was in New Orleans, La., and was on his way to Monroe, La. His wife has read of a hotel fire in Monroe, La., in which ten unknown persons perished, and anyone giving her any information relative to her husband will confer a favor. Address Mrs. B. B. Mercer, Farmer City, Ill., or Bro. Wm. Rast, F. A. E. 178, 413 East 7th street, Sedalia, Mo.

Anyone knowing anything of the whereabouts of Bro. E. L. Gosse, who, when last heard of was in Boise City, Ida., will confer a favor by corresponding with Bro. Frank Juleson, F. A. E. Div. 214, 21 East 8th street, Chanute, Kans.

Mr. H. D. Murphy left home March 6, 1909, for Shreveport, La., to accept a position as engineer with the Louisiana Railway & Navigation Co. He was last heard from at Delta, La., March 8, 1909. His height is 5 feet 9 inches; weight, 160 or 170 pounds; light hair, light mustache, blue eyes, fair complexion, age 39 years. Anyone knowing his whereabouts will confer a favor by notifying his wife, Mrs. H. D. Murphy, R. F. D. 1, Christiansburg, Montgomery county, Va.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Los Angeles, Cal., March 26, tuberculosis, Bro. Wm. Nichols, member of Div. 5.

Monon, Ind., April 6, crushed between two engines, Bro. F. B. McCord, member of Div. 7.

Pueblo, Colo., March 12, Bro. James Gallagher, member of Div. 29.

Gallup, N. M., March 29, tuberculosis, Bro. Harley Pangborn, member of Div. 43.

Salamanca, N. Y., March 15, apoplexy, Bro. J. A. Williams, member of Div. 43.

Baltimore, Md., April 12, Mrs. Annie Elizabeth Dehuff, wife of Bro. Wm. H. Dehuff, member of Div. 52.

Port Jervis, N. Y., April 6, surgical operation, Bro. Jefferson Romain, member of Div. 54.

Reading, Mass., April 7, apoplexy, Bro. Chas. H. Gordon, member of Div. 61.

Charlestown, Mass., March 26, Bro. Frank P. Cox, member of Div. 61.

West Springfield, Mass., March 7, Bro. S. M. Burnett, member of Div. 63.

Worcester, Mass., April 12, pneumonia, Bro. Samuel E. Bullard, member of Div. 64.

Norwich, Conn., April 9, Bro. John R. Cobleigh, member of Div. 64.

Breckenridge, Minn., March 30, paralysis, Bro. P. J. Munroe, member of Div. 69.

St. Joseph, Mo., April 2, paralysis, Bro. Sam Scott, member of Div. 107.

Lima, O., March 25, Bro. James K. McMonnie, member of Div. 120.

De Soto, Mo., Feb. 14, paralysis, Bro. L. Walker, member of Div. 123.

Clinton, Ia., Feb. 28, paresis, Bro. Lewis Rightmire, member of Div. 125.

Patton, Cal., March 29, paresis, Bro. H. E. Divelbiss, member of Div. 126.

Farnham, P. Q., March 18, collision, Bro. Geo. P. Truax, member of Div. 128.

Mobile, Ala., March 29, diabetes, Bro. F. H. Hubbell, member of Div. 140.

New Albany, Miss., March 27, shot, Bro. C. A. Lawler, member of Div. 140.

Ossining, N. Y., March 27, Bro. James Duke, member of Div. 145.

Jefferson City, Mo., April 9, heart trouble, Bro. J. H. Secrest, member of Div. 178.

Oklahoma City, Okla., March 28, pneumonia, Bro. F. J. Eagan, member of Div. 179.

Como, Colo., March 21, killed in accident, Bro. Oswald Schwartz, member of Div. 186.

Denver, Colo., March 27, Bro. A. A. Kavanaugh, member of Div. 186.

Tyler, Tex., March 23, heart disease, Bro. John Hale, member of Div. 201.

Fort Dodge, Ia., March 27, Bro. D. McKellips, member of Div. 226.

Trinidad, Colo., March 19, Bright's disease, Bro. M. J. Ritter, member of Div. 251.

Buffalo, N. Y., March 30, abscess in stomach, Bro. A. H. Chittenden, member of Div. 254.

Easton, Pa., March 29, Bro. Britten Huff, member of Div. 259.

Greenville, Pa., April 7, killed in collision, Bro. C. M. Gordinier, member of Div. 282.

Albion, Pa., March 28, Bro. S. R. Miles, member of Div. 282.

Oakland, Cal., March 27, scalded and pneumonia, Bro. F. Ramon, member of Div. 283.

Grafton, W. Va., March 30, organic heart disease, Bro. P. J. Moran, member of Div. 284.

Green Bay, Wis., March 24, Bro. Fred L. Bedell, member of Div. 297.

Michigan City, Ind., Feb. 24, tuberculosis, Bro. Thos. L. Kerwin, member of Div. 300.

Saginaw, Mich., March 20, engine derailed, Bro. James A. Hinds, member of Div. 304.

Montevideo, Minn., April 8, cancer, Bro. Patrick Croak, member of Div. 313.

Monroe, La., March 18, murdered, Bro. Tusco Waters, member of Div. 326.

Raleigh, N. C., March 2, Rufus H. Horton, father of Bro. W. A. Horton and father-in-law of Bro. W. A. Faison, C. E. Div. 339.

Wilmington, Del., April 6, apoplexy, Bro. Jos Weatherby, member of Div. 342.

Wilmington, Del., April 14, Bright's disease, Bro. C. F. Schwartz, member of Div. 342.

Philadelphia, Pa., March 18, complication of diseases, Bro. W. W. Titchnell, member of Div. 353.

Massillon, O., April 13, apoplexy, Bro. W. U. Gamble, member of Div. 360.

Fresno, Cal., March 29, tuberculosis, Bro. Pete Peterson, member of Div. 391.

Brooklyn, N. Y., March 20, Bro. Geo. Colehouse, member of Div. 419.

Yoakum, Tex., March 17, shot, Bro. Thos. Gibson, member of Div. 427.

Bellevue, O., March 23, stomach trouble, Mrs. Mullen, mother of Bro. G. A. Mullen, C. E. Div. 447.

Bellevue, O., March 9, Bro. Neal Bryson, member of Div. 447.

Chicago, Ill., March 26, paralysis, Bro. Stephen Frost, member of Div. 458.

Indianapolis, Ind., March 24, fell from engine, Bro. Wm. Nagle, member of Div. 492.

Algiers, La., April 10, cancer, Bro. John J. Whelan, member of Div. 531.

Buffalo, N. Y., March 23, boiler explosion, Bro. Henry Kabel, member of Div. 544.

Hillyard, Wash., Jan. 29, apoplexy, Bro. A. F. Gerlick, member of Div. 576.

Stamford, Conn., March 23, burned by electricity, Bro. C. M. Burch, member of Div. 589.

Monclova, Mex., March 28, fell through bridge, Bro. W. H. Hoagland, member of Div. 637.

Brunswick, Ga., March 3, Mrs. J. P. Golden, wife of Bro. J. P. Golden, member of Div. 649.

Brandon, Man., Can., March 27, killed in collision, Bro. Hiram Hodgson, member of Div. 667.

Montreal, P. Q., Can., March 18, Bro. Mark Cunningham, member of Div. 689.

St. Louis, Mo., April 9, Anna May Whyers, wife of Bro. N. B. Whyers, member of Div. 595, and daughter of Bro. H. A. Walter, member of Div. 327.

Binghamton, N. Y., March 14, Mrs. Seymour, daughter of Bro. J. E. Clark, member of Div. 311, and Chairman G. C. of A. D., L. & W. R. R.

Waterloo, Ia., April 6, old age, Bro. James D. Place, member of Div. 114. Began railroad life

in 1851 on the Northern Railroad of New Hampshire, now part of the B. & M.; went west in 1863 and took a position with the Illinois Central in its construction period; joined Subdivision 114 in 1874, in which he held continuous membership 35 years.

Fort Wayne, Ind., March 23, valvular disease of the heart, Bro. Marion F. Teagarden, F. A. E. Div. 12. Brother Teagarden began railroading at 16 years of age on the B. & O. and went to the Nickel Plate early in the 80's. In 1844 he was Chief Engineer of Div. 12, and in December of that year was in a wreck and lost all the fingers of his left hand, and was elected F. A. E. in 1885 and held that position continuously until his death. He was also Secretary of Fort Wayne Chapter, himself a 32nd degree Mason, and widely known among both the B. of L. E. and Masonic fraternities.

ADMITTED BY TRANSFER CARD

Into Division—

- 40—C. N. Norton, from Div. 483.
 D. E. Cummings, from Div. 676.
 50—Jos. G. Lloyd, from Div. 370.
 55—S. E. Canady, from Div. 158.
 John P. Byrns, from Div. 44.
 69—T. J. Cassidy, from Div. 695.
 90—C. W. Young, from Div. 250.
 93—J. E. Hambrick, from Div. 514.
 V. R. Williams, from Div. 23.
 106—Robert W. Miller, from Div. 31.
 110—L. G. Jeardeau, from Div. 415.
 114—E. C. Abbott, from Div. 733.
 126—George Hayden, from Div. 136.
 139—M. W. Terrett, from Div. 632.
 147—C. I. Denney, from Div. 222.
 C. A. Lamb, from Div. 144.
 Grant T. Ellison, from Div. 474.
 156—Charles A. Slade, from Div. 74.
 173—Thos. H. Morrissey, from Div. 298.
 Thos. C. Riley, from Div. 254.
 186—F. W. Bosworth, from Div. 623.
 192—H. W. Pontius, from Div. 575.
 198—Robert O. Krichbaum, from Div. 368.
 200—C. E. Starbuck, from Div. 203.
 208—J. S. Thompson, from Div. 115.
 219—Arthur Scott, from Div. 524.
 222—H. B. Bulst, from Div. 634.
 223—W. W. Reese, from Div. 210.
 238—John Nelson, from Div. 399.
 256—T. S. Freeman, from Div. 409.
 257—Geo. W. Liggett, from Div. 272.
 258—Alfred Pring, from Div. 381.
 262—L. R. McElumphey, from Div. 155.
 269—Geo. Cramer, from Div. 59.
 283—J. P. Kearney, from Div. 329.
 286—L. C. Harrison, from Div. 378.
 298—R. E. Anderson, from Div. 156.
 302—Jno. Lyons, from Div. 155.
 312—Chas. E. Streeter, from Div. 77.
 315—J. B. Lawrence, P. M. Lynch, E. S. Mitten, Lewis Alexander, E. J. Callahan, C. B. Foote, Frank Griffith, A. H. Isbell, from Div. 602.
 344—H. W. Moore, from Div. 278.
 369—Wm. Burns, from Div. 241.
 O. C. McCormick, from Div. 540.
 400—Homer Franklin, from Div. 143.
 401—W. W. Guy, from Div. 291.
 408—Ed. Winans, from Div. 54.
 409—G. J. Clemments, from Div. 210.
 432—J. S. Savage, from Div. 386.
 435—E. O. Perry, W. W. Shoemaker, from Div. 339.
 458—James Vickers, from Div. 518.
 456—E. L. Parker, from Div. 557.
 J. P. Keefe, from Div. 333.
 488—Wm. H. Rhoades, from Div. 199.
 A. Buzza, E. W. Gregg, J. D. La Munyon, M. J. McGurl, Philip McGuire, from Div. 593.
 510—Jno. McNeil, from Div. 204.
 581—John J. Clark, John Lisbony, from Div. 670.
 538—Frank McNamara, from Div. 393.
 568—P. F. Farry, from Div. 708.
 573—R. P. Hood, from Div. 680.
 574—Allen Young, from Div. 591.
 578—A. F. Davis, from Div. 371.
 L. E. Foote, from Div. 83.
 579—P. H. Stewart, from Div. 147.
 584—W. F. Collins, from Div. 511.
 587—S. E. Manning, from Div. 197.
 Thos. Reese, from Div. 571.
 595—Thos. E. Brownfield, from Div. 33.
 601—John J. Donovan, John C. Arner, R. H. Kramer, from Div. 259.
 630—S. W. Bowser, from Div. 708.
 691—G. L. Clark, from Div. 689.
 713—G. M. Morton, from Div. 660.
 J. E. Whalen, O. M. English, W. H. Coleman, F. J. Broyles, from Div. 583.
 721—John Geissler, from Div. 578.
 724—N. L. Van Gent, H. F. Smith, C. E. Filbert, from Div. 100.
 C. P. Potter, from Div. 613.
 731—J. E. Anderson, from Div. 708.
 735—J. B. Ward, from Div. 126.
 736—W. Tussey, from Div. 501.
 C. S. Mallet, from Div. 599.
 739—C. E. Moore, from Div. 383.
 741—M. A. Winters, M. M. Montis, from Div. 34.
 744—E. M. Townsley, from Div. 199.
 750—G. L. Anderson, from Div. 355.
 Geo. Moth, from Div. 510.
 752—Jos. McDonald, Geo. Snyder, Wm. Majory, from Div. 46.
 756—C. E. Caulkins, from Div. 419.
 Geo. A. Ellis, from Div. 115.
 John R. Smyth, from Div. 253.
 Wm. O'Neill, from Div. 523.
 D. R. Donnelly, from Div. 135.
 E. W. Huffman, from Div. 492.
 E. C. Irwin, from Div. 471.
 John Hagan, from Div. 225.
 758—Fred C. Wager, from Div. 69.
 762—C. H. Beaver, J. B. Faggard, C. O. Doan, F. M. Crennens, John Ray, E. W. Lewis, C. H. Hendrick, A. L. Hatch, E. J. Grief, W. H. Crafton, S. E. Bodinot, O. Stevens, from Div. 225.
 764—Geo. Wilson, from Div. 189.
 E. D. Jackson, A. Croft, from Div. 747.
 F. Hulme, from Div. 67.
 765—Joe Heal, from Div. 182.
 774—G. E. Caldwell, E. G. Moore, G. T. Brown, from Div. 718.
 774—J. W. McMurtry, from Div. 571.
 S. J. Cox, from Div. 570.
 776—S. G. Work, from Div. 360.
 R. M. Dickerson, James Barrou, Geo. H. Frank, H. Lemmerman, Frank Powell, from Div. 206.
 Chas. Dreydapple, J. L. Wilson, R. G. Murry, from Div. 475.
 R. P. Stowe, from Div. 366.
 A. McGrannahan, from Div. 212.
 777—Roy Calhoun, from Div. 136.
 Chas. J. Heslin, from Div. 552.
 778—H. W. Blake, H. E. Barnhill, S. G. Birchnell, J. H. Bell, G. H. Cook, Chas. Colby, David Cross, B. Coddington, M. J. Dailey, A. H. Donnellson, John Farrell, Hugh Fry, C. W. Fesemeyer, O. M. Fisher, J. A. Gannon, Ed. Gorman, W. Johnson, Geo. Kelley, Jas. Liddell, C. Luker, J. Loveless, J. N. Lent, H. Macy, W. J. Morris, O. Mullahey, C. H. Nicholson, Geo. Nash, J. E. Platner, F. D. Pierce, W. B. Rose, C. J. Richards, E. F. Rehm, J. J. Spellman, E. Stevens, C. W. Stoops, F. W. Stebbins, S. Tyler, A. M. Willoughby, C. M. Young, Chas. Zwiesler, from Div. 113.
 A. P. Fowler, from Div. 597.

WITHDRAWALS

From Division—

- 38—J. W. Stone.
 44—S. Jorgensen.
 64—Edwin Spalding.
 85—W. H. Tiller.
 93—James A. Rush.

From Division—

- 163—F. W. Green.
 238—Frank Howe.
 353—C. T. Goodwin.
 429—G. C. Hoadley.
 676—J. E. Snyder.

REINSTATEMENTS*Into Division—*

- 31—Chas. A. Walters.
 83—M. W. Cahill.
 135—G. W. Wood.
 H. C. Radcliffe.
 153—W. S. Perry.
 155—C. H. Grunt.
 167—W. A. Cratty.
 210—L. Jackson.
 218—T. F. Welday.
 222—T. F. Gillan.
 C. J. Denney.
 R. B. Davis.
 225—H. S. Wellker.
 210—H. McKeon.
 301—H. B. Perfater.
 309—J. T. Hodges.

Into Division—

- 317—M. F. Ticer.
 323—J. J. Jernigan.
 332—W. E. Burrett.
 370—Joseph G. Lloyd.
 380—Edward Smith.
 396—Wm. M. Higgins.
 430—W. M. Corbett.
 444—John W. Bonham.
 533—Peter Shoemaker.
 577—Chas. Able.
 594—Fred H. Pennington.
 630—L. C. Randall.
 693—Walter R. Gernon.
 703—E. M. Young.
 748—T. D. Riggs.

EXPELLED**FOR NON-PAYMENT OF DUES.***From Division—*

- 22—E. A. Clymer.
 32—Jon. W. Murray.
 63—Chas. McGraw.
 107—E. L. Kitner.
 111—W. S. Deltz.
 James Pender.
 158—F. Nelson.
 167—Frank Gleich.
 233—Thos. F. Keating.
 235—M. T. Brown.
 236—W. P. Armstrong.
 Wm. Murphy.
 263—W. S. Eader.
 J. A. Smith.
 T. Brunson.
 Rodger O. Vaughn.
 J. C. Carr.
 368—H. W. Bradley.
 419—W. H. Rockafellow.

From Division—

- 419—H. A. Cherrier.
 W. P. Carey.
 423—J. H. Bigbee.
 428—C. J. Arnold.
 429—J. A. Idding.
 449—W. L. Ogletree.
 454—A. H. Klinkaid.
 475—F. Aderholt.
 495—L. C. Parnell.
 L. Wellisch.
 501—A. B. Chisholm.
 503—Harry Campbell.
 549—Frank O'Connor.
 557—J. S. Querry.
 583—A. Wold.
 638—A. C. Morriss.
 676—W. H. Brannan.
 704—Thos. S. Coughlin.
 753—Geo. Burrowes.

FOR OTHER CAUSES.

- 5—Wm. A. Henderson, forfeiting insurance and non-payment of dues.
 23—G. D. Downing, forfeiting insurance and non-payment of dues.
 25—Wm. B. Stoddart, forfeiting insurance.
 50—Wm. Pickard, J. W. Woods, No. 2, C. W. Reed, non-payment of dues and forfeiting insurance.
 I. E. Holler, selling intoxicating liquors.
 84—J. I. Taylor, forfeiting insurance.
 93—E. A. Heathcock, non-payment of dues and forfeiting insurance.

- 96—David Hartsook, violation of Sec. 36, Standing Rules.
 100—A. A. Schenck, non-payment of dues and forfeiting insurance.
 104—F. A. Lutz, non-payment of dues and forfeiting insurance.
 110—C. E. Anderson, forfeiting insurance and non-payment of dues.
 161—J. T. Anderson, forfeiting insurance.
 167—W. A. Cratty, I. A. Cretzinger, forfeiting insurance and non-payment of dues.
 197—L. H. Gray, forfeiting insurance and non-payment of dues.
 222—Fred Hill, James Hawe, forfeiting insurance and non-payment of dues.
 239—H. Woody, unbecoming conduct and non-payment of dues.
 251—T. O. Hubbard, violation of obligation.
 255—John E. Risher, non-payment of dues and forfeiting insurance.
 281—J. B. Crockett, forfeiting insurance and non-payment of dues.
 293—E. C. Williams, forfeiting insurance and non-payment of dues.
 314—F. J. Kasehagen, non-payment of dues and forfeiting insurance.
 323—E. E. Newson, violation of obligation.
 329—W. H. Lewis, forfeiting insurance.
 336—C. L. Towers, deserting his family and unbecoming conduct.
 351—Frank Largent, violation of Sec. 52, Page 35.
 353—J. A. Ward, non-payment of dues and forfeiting insurance.
 358—Wm. McCreery, non-attendance.
 454—James H. Beadling, forfeiting insurance.
 473—C. A. Compton, forfeiting insurance.
 481—H. J. Walker, forfeiting insurance.
 482—John Baguley, intoxicated while on duty.
 506—A. Herman Roeder, violation of Sec. 51, Statutes.
 514—C. J. McGee, violation of obligation.
 569—Mark Braer, unbecoming conduct and non-payment of dues.
 572—A. L. Read, non-payment of dues and forfeiting insurance.
 623—G. A. Wright, D. J. Hurley, non-payment of dues and forfeiting insurance.
 628—W. P. Wright, F. C. Moore, L. L. Carson, Z. H. Wilkinson, forfeiting insurance and non-payment of dues.
 672—J. T. Alexander, forfeiting insurance and not corresponding with Division.
 711—Herbert E. Bay, forfeiting insurance.
 J. S. King, non-payment of dues and not taking out insurance.
 714—C. E. Benton, non-payment of dues and forfeiting insurance.
 710—John W. Coyle, violation of obligation.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch. 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

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The B. of L. E. Journal.**CHANGE OF ADDRESS.**

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 517-519 and Relief
SERIES I.OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, May 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS:—You are hereby notified of the death or disability of the following members, of the Association:

★ Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass'n.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
467	W. A. Shaw.....	50	371	Dec. 1, 1904	Jan. 8, 1908	Blind left eye.....	\$1500	Self.
468	Jas. McCarthy.....	70	169	Mar. 27, 1881	Jan. 23, 1908	Blind.....	3000	Self.
469	N. Hartman.....	67	31	Mar. 1, 1868	Apr. 12, 1908	Blind right eye.....	3000	Self.
470	Andrew McCabe.....	54	138	June 28, 1889	June 15, 1908	Blind left eye.....	1500	Self.
471	Wm. McClellan.....	67	219	Aug. 21, 1883	Oct. 3, 1908	Dec'd dead by court	3000	Lawful heirs.
472	Robt. Morgan.....	25	453	Dec. 28, 1903	Feb. 19, 1909	Paralysis.....	750	Tillie Morgan, m
473	S. P. Cameron.....	58	605	Aug. 3, 1883	Feb. 20, 1909	Right eye removed	3000	Self.
474	M. H. Thomson.....	28	209	Jan. 6, 1908	Mar. 3, 1909	Consumption.....	1500	Gertrude Thomson, w
475	Ed. Cashman.....	47	569	Mar. 24, 1902	Mar. 5, 1909	Right eye removed	1500	Self.
476	Fred Snyder.....	36	177	May 1, 1907	Mar. 6, 1909	Right foot amput d	3000	Self.
477	G. H. Noakes.....	34	713	Jan. 16, 1908	Mar. 9, 1909	Left eye removed.....	1500	Self.
478	J. E. Brady.....	26	73	Mar. 17, 1907	Mar. 10, 1909	Eye removed.....	1500	Self.
479	Jas. A. Williams.....	74	43	Apr. 20, 1868	Mar. 15, 1909	Apoplexy.....	3000	Emily S. Williams, w.
480	J. E. Evans.....	51	18	Dec. 31, 1888	Mar. 16, 1909	Consumption.....	1500	Maggie Evans, w
481	Paul Benn.....	55	221	May 9, 1901	Mar. 17, 1909	Right eye removed	1500	Self.
482	Tusco Waters.....	38	326	July 25, 1900	Mar. 18, 1909	Shot.....	1500	Sarah Waters, m.
483	Geo. P. Truax.....	40	128	May 18, 1905	Mar. 18, 1909	Killed.....	1500	Kate G. Truax, w.
484	M. Cunningham.....	53	689	May 21, 1900	Mar. 18, 1909	Killed.....	1500	Minnie Cunningham, w
485	Oswald Schwartz.....	48	186	Mar. 1, 1907	Mar. 20, 1909	Killed.....	1500	Clara Schwartz, w.
486	F. H. Ansley.....	31	223	Nov. 10, 1903	Mar. 20, 1909	Left leg amput ed.	4500	Self.
487	Jas. A. Hinds.....	55	304	Jan. 6, 1890	Mar. 20, 1909	Killed.....	1500	Mrs. Jas. A. Hinds, w.
488	J. M. Ross.....	52	630	Apr. 6, 1901	Mar. 22, 1909	Left arm amput ed	2250	Self.
489	M. Teagarden.....	62	12	Aug. 29, 1892	Mar. 23, 1909	Heart disease.....	3000	Allie Teagarden, w.
490	Henry Kabel.....	35	511	Oct. 15, 1899	Mar. 23, 1909	Killed.....	3000	Sisters.
491	John Hale.....	41	201	Oct. 25, 1898	Mar. 23, 1909	Heart disease.....	1500	Maggie Hale, w.
492	C. M. Burch.....	51	569	Jan. 22, 1893	Mar. 23, 1909	Pneumonia.....	1500	Matilda G. Burch, s.
493	Peter Layng.....	44	324	Jan. 1, 1891	Mar. 24, 1909	Killed.....	1500	Mary Layng.
494	J. K. McMonie.....	67	120	Mar. 12, 1887	Mar. 25, 1909	Hypertrophy of h't	1500	Fannie K. McMonie, w
495	Stephen D. Frost.....	45	458	Aug. 6, 1905	Mar. 26, 1909	Paralysis.....	1500	Della B. Frost, w.
496	Frank Ramon.....	42	283	Dec. 5, 1893	Mar. 27, 1909	Killed.....	1500	Sarah M. Ramon, w.
497	David McKellips.....	68	226	Jan. 1, 1868	Mar. 27, 1909	Bright's disease.....	3000	Mrs. David McKellips.
498	Hiram Hodgson.....	51	667	Jan. 27, 1903	Mar. 27, 1909	Killed.....	750	Helen B. Hodgson, w.
499	C. A. Lawler.....	31	140	Feb. 20, 1907	Mar. 27, 1909	Shot.....	3000	Ora Lawler, w.
500	James Duke.....	78	145	Feb. 10, 1882	Mar. 27, 1909	Pneumonia.....	3000	Jas. P. Duke, grand's'n
501	D. W. Henry.....	39	282	Oct. 5, 1907	Mar. 27, 1909	Right eye removed	4500	Self.
502	A. A. Kavanaugh.....	67	186	Aug. 1, 1894	Mar. 27, 1909	Heart disease.....	3000	Julia A. Kavanaugh, w
503	Samuel R. Miles.....	45	282	Nov. 6, 1900	Mar. 28, 1909	Dilatation of heart	1500	Emma Miles, w.
504	F. H. Hubbell.....	39	140	Mar. 20, 1907	Mar. 29, 1909	Diabetes.....	1500	Margaret Hubbell, w.
505	Peter Peterson.....	45	391	Nov. 15, 1892	Mar. 29, 1909	Tuberculosis.....	1500	Jennie Peterson, w.
506	Britton Huff.....	49	259	Aug. 29, 1901	Mar. 29, 1909	Cerebral hemorrh ge	3000	Wife and children.
507	P. J. Munroe.....	58	69	Sept. 18, 1888	Mar. 30, 1909	Heart disease.....	4500	Jennie E. Munroe, w.
508	Patrick J. Moran.....	61	284	Sept. 29, 1893	Mar. 30, 1909	Heart disease.....	3000	Mary A. Moran, w.
509	A. H. Chittenden.....	46	254	Mar. 23, 1892	Mar. 30, 1909	Appendicitis.....	1500	Annie Chittenden, w.
510	E. P. Hodnett.....	62	277	Dec. 16, 1888	Apr. 1, 1909	Embolus cerebral.....	2250	Rena B. Hodnett, w.
511	Samuel Scott.....	39	107	Feb. 3, 1885	Apr. 2, 1909	Paralysis.....	3000	Ida M. Scott, w.
512	Jos. Weatherby.....	57	342	Apr. 28, 1896	Apr. 3, 1909	Diabetes.....	1500	Maria Weatherby, w.
513	Jeff Romaine.....	59	54	Jan. 17, 1897	Apr. 6, 1909	Result of operation	4500	Louise Romaine, w.
514	Fred B. McCord.....	31	7	Oct. 31, 1907	Apr. 6, 1909	Killed.....	1500	Mary L. McCord, m.
515	C. M. Goednir.....	47	282	June 15, 1903	Apr. 7, 1909	Killed.....	3000	Clara E. Goednir, w.
516	Patrick Croak.....	42	313	June 24, 1902	Apr. 8, 1909	Carcinoma of liver	1500	Julia Croak, w.
517	Ira F. Hammond.....	50	238	Nov. 12, 1896	Apr. 10, 1909	Killed.....	1500	Meriam J. Hammond, w
518	G. W. Smith.....	55	491	Aug. 26, 1896	Apr. 10, 1909	Bright's disease.....	750	Lena Smith, w.
519	J. J. Whelan.....	44	531	Sept. 24, 1900	Apr. 10, 1909	Cancer.....	4500	Emma P. Whelan, w.

Total number of claims, 53. Total amount of claims, \$117,750.

★ One of the above assessments will be applied to the Relief Fund, as authorized by the Columbus Convention. See pages 29, 30 and 32 of Convention Proceedings.

Acknowledgments

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
May 23, 1908.	Mrs. Annie Nicol.....	940	R. F. Brumback.....	242	\$ 1500
Oct. 14, "	Addie B. Loftis, guardian.....	167	J. W. Stewart.....	713	1500
Nov. 4, "	Mrs. Nannie Truett.....	205	John Williams.....	409	3000
Oct. 16, 1908.	James C. Johnson.....	217	R. L. Church.....	554	1500
Nov. 8, "	Lyda M. Johnson.....	219	J. S. Galleghy.....	475	1500
" 17, "	Mrs. Rose A. Murphy.....	229	A. E. Solloway.....	320	750
" 23, "	Mrs. Edith A. Brown.....	236	John Nellson.....	296	1500
" 24, "	Mrs. Caroline A. Findlay.....	238	Chas. Higby.....	201	1500
Dec. 8, "	Mrs. Eda S. Bartholomew.....	264	E. F. Colbath.....	419	4500
" 9, "	Chas. W. Witsel.....	266	T. H. Douglass.....	522	3000
" 12, "	Mrs. Lydia G. Gansert.....	268	J. J. Norton.....	5	1500
Nov. 30, 1907.	Mrs. J. McDonald.....	273	J. C. Green.....	271	4500
Aug. 8, 1908.	J. E. Eskew.....	274	J. D. Kennedy.....	458	750
Nov. 5, "	Estella Swygood.....	275	J. D. Kennedy.....	458	1500
Nov. 20, "	Clinton Bateman.....	276	Chas. Higby.....	201	750
Dec. 5, "	Mrs. Lizzie Corley.....	278	D. Hartman.....	187	3000
" 6, "	Mrs. Leona M. Sweet.....	280	Henry Kooyer.....	671	1500
" 12, "	Mrs. Cora M. Dizzard.....	282	E. A. Bolling.....	140	3000
" 13, "	Mary I. Smith.....	284	H. J. Humphrey.....	675	3000
" 15, "	Martha E. Smith.....	287	Wm. B. Stahl.....	287	1500
" 15, "	Mrs. Anna Hill.....	288	Theo. Chapman.....	141	750
" 16, "	Mrs. Mary Shofner.....	290	L. G. Mills.....	25	1500
" 17, "	Mrs. Margaret M. Klingman.....	291	J. H. DeSalls.....	288	4500
" 17, "	Mrs. Carrie O. Jefferis.....	292	B. E. Talbott.....	415	1500
" 18, "	Charles Fuller.....	293	J. E. Webb.....	743	3000
" 19, "	Mrs. Mary E. Brenton.....	294	John Nichols.....	217	1500
" 20, "	Mrs. Elizabeth Neighbos.....	295	F. A. Allen.....	641	3000
" 20, "	Izzetta Neighbos, guardian.....	296	Wm. T. Maher.....	150	4500
" 21, "	Mrs. Ella M. Whitaker.....	298	Louis P. Lyster.....	371	3000
" 21, "	Mrs. Nellie Buck.....	300	H. R. Long.....	351	1500
" 21, "	Mrs. Mabel H. Dausereau.....	301	Samuel Brandt.....	306	3000
" 21, "	Mrs. Frances Coulter.....	302	T. Lindemuth.....	257	3000
" 23, "	Mrs. Laura Gardner.....	303	A. Cummings.....	318	3000
" 23, "	Josephine Strotton, guardian.....	304	Wm. R. Rees.....	32	3000
" 23, "	Edwin C. Wolfe.....	305	J. J. Grant.....	399	1500
" 24, "	Nellie F. Cummings.....	306	W. A. Kempton.....	61	1500
" 24, "	Mary T. Cummings.....	307	S. H. Stingley.....	657	3000
" 24, "	Nora S. Cummings.....	308	John T. Fox, Jr.....	157	1500
" 24, "	D. J. Cummings.....	309	E. M. Gilpatrick.....	488	1500
" 24, "	Wm. Carmichael, administrator.....	310	F. L. King.....	434	3000
" 24, "	Fred N. Kiersch.....	311	J. H. Stephens.....	97	1500
" 24, "	Mrs. Georgia Peterson.....	312	W. McRoberts.....	461	1500
" 24, "	Mrs. Eva W. Nasen.....	313	C. B. Reynolds.....	375	4500
" 24, "	John Gould.....	314	J. E. Henry.....	456	1500
" 24, "	Mrs. Eva Qualife.....	315	E. H. Cayard.....	531	1500
" 25, "	Mrs. Mary G. Fitzpatrick.....	316	Victor Belish.....	152	3000
" 25, "	Mrs. Nettie J. Snover.....	317	C. C. Bowen.....	250	3000
" 28, "	Mrs. Bridget M. Collins.....	319	E. H. Finney.....	181	1500
" 29, "	Mrs. Della M. Fist.....	320	Wm. B. Stahl.....	287	3000
" 29, "	Mrs. Jennie M. Satterfield.....	321	J. B. Hoffman.....	601	1500
" 29, "	John B. Warren.....	322	E. L. Armstrong.....	170	3000
" 30, "	Mrs. C. Doshier.....	323	J. A. Dryden.....	83	4500
" 30, "	J. H. Flynn.....	324	H. S. Brown.....	317	3000
" 30, "	Mrs. H. W. Winchester.....	325	E. A. Montague.....	46	4500
" 31, "	Mrs. Ida G. Healy.....	326	Wm. M. Blythe.....	11	1500
" 31, "	Mrs. Lillie V. Webster.....	327	J. D. Bishop.....	239	1500
Jan. 3, 1909.	Mrs. Lillian F. Boyer.....	328	A. F. Southworth.....	190	3000
" 3, "	Mrs. Mary M. Abel.....	329	C. E. Moulton.....	457	1500
" 3, "	Eunice V. Dillake.....	330	Wm. T. Maher.....	150	3000
" 3, "	Mrs. Jennie Luck.....	331	John R. Woets.....	22	1500
" 3, "	David Mayes, guardian.....	332	W. P. Middleton.....	478	750
" 3, "	Ida Huddleston.....	333	A. F. Southworth.....	190	4500
" 3, "	Mrs. Ann M. Butler.....	334	Victor Belish.....	152	4500
" 3, "	Mrs. Kate Jacobs.....	335	W. J. Osterhout.....	417	3000
" 3, "	Harlow H. Jacobs.....	336	Edwin Warren.....	112	1500
" 4, "	Fred. O. Jacobs.....	337	W. H. Hitt.....	401	1500
" 4, "	Mrs. Nettie I. Schandorf.....	338	J. D. Bishop.....	239	3000
" 5, "	J. P. H. Linkons.....	340	W. G. Powell.....	27	4500
" 5, "	Mrs. Thos. Edwards.....				
" 5, "	Mrs. Augusta Keefe.....				
" 6, "	John C. Maher.....				
" 7, "	Timothy J. Maher.....				
" 8, "	Mrs. Sarah E. Fagans.....				
" 10, "	Mrs. Elizabeth Smith.....				
" 11, "	Mrs. Sophia A. Anderson.....				
" 11, "	Bertha A. Pickett.....				
" 11, "	Mary F. Robbins.....				
" 11, "	Ella L. Cahill Lewis.....				
" 11, "	Fred T. Cahill.....				
" 11, "	Mary F. Cahill.....				
" 12, "	Mrs. Walker Baugh.....				
" 12, "	Mrs. Dora Beverly.....				
" 13, "	Mrs. Mary G. Wingfield.....				
" 13, "	Mrs. Ellen McGinley.....				
" 14, "	Mrs. Jennie B. Moore.....				

Financial Statement.

CLEVELAND, O., April 1, 1909.

MORTUARY FUND FOR MARCH.

Balance on hand.....	\$155,645 19
Paid in settlement of claims.....	135,000 00
Surplus.....	\$ 20,645 19
Received by assessments 336-340 and back assessments.....	\$170,643 66
Received by assessments 405-408.....	1,582 37
Received from members carried by Association.....	1,231 60
Interest for March.....	396 62
	\$173,854 25

Balance in bank March 31, 1909..... \$194,499 44

EXPENSE FUND FOR MARCH.

Balance on hand.....	\$ 20,960 26
Received from fees.....	331 12
Received from interest Oct. 1, 1908, to April 1, 1909.....	429 75
Balance.....	\$ 21,741 13
Expenses during month of March, 1909.....	2,259 62

Balance in bank March 31, 1909..... \$ 19,481 51

W. E. FUTCH, President.

Statement of Membership.

FOR MARCH, 1909.

Classified represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessments 336-340.....	3,016	33,581	13,918	2,394
Members from whom as- sessments 336-340 were not collected.....	255	2,159	562	2
Members carried by the Association.....	4	155	326	26
Applications and rein- statements received during month.....		236	115	31
Totals.....	3,275	36,131	14,921	2,453
From which deduct poli- cies terminated by death, accident, or otherwise.....	12	144	39	11
Total membership Mar. 31, 1909.....	3,263	35,987	14,882	2,442
Grand total.....				56,574
M. H. SHAY, Gen'l Sec'y & Treas.				

Weekly Indemnity Claims Paid April 1, 1909.

Cl'im	Div.	Name	Amt. Paid
821	879	J. H. Taylor.....	\$ 25 71
822	177	W. M. Pipkin.....	34 29
823	177	S. W. Bergen.....	60 00
824	432	Henry T. Shaup.....	210 00
825	574	J. C. Flates.....	40 00
826	361	J. R. Nugent.....	38 57
827	548	F. P. Sleeper.....	49 29
828	343	George Rhomate.....	45 71
829	538	Wm. M. Davis.....	91 43
830	504	Chas. Reiben.....	62 86
831	336	A. L. Elwell.....	154 29
832	836	R. B. Craig.....	120 00
833	96	Thos. J. Riley.....	42 86
834	215	R. J. Connors.....	45 71
835	177	W. L. Scott.....	20 00
836	304	Robert Reid.....	54 29
837	568	R. R. Hanks.....	40 00
838	225	A. E. Mercer.....	20 00
839	37	Geo. H. Brown.....	57 86
840	15	A. E. Cowley.....	210 00
841	83	C. L. Rhodes.....	40 00
842	223	Jno. D. Livingston.....	38 57
843	327	W. M. White.....	8 57
844	262	P. J. Conroy.....	182 86
845	199	A. G. Jacobs.....	11 43
846	140	Henry K. Hill.....	25 71
847	190	F. P. McAlhatten.....	105 71
848	301	J. N. Kirk.....	45 71
849	444	M. J. Mulcahy.....	402 86
850	495	Carter Jones.....	40 00
851	11	L. G. Kersey.....	27 14
852	576	F. E. Woodworth.....	20 00
853	618	Geo. C. Thomas.....	90 00
854	42	W. H. Green.....	60 00
855	251	C. E. McMeans.....	60 00
856	559	John W. Burke.....	134 29
857	674	Harry E. Reynolds.....	25 71
858	559	A. M. Nance.....	60 00
859	80	L. H. Emrich.....	8 57
860	372	W. A. Chapman.....	40 00
861	523	C. M. Brady.....	20 00
862	609	Arthur Detamore.....	28 57
863	21	Joe Lewis.....	40 00
864	21	R. H. Shafer.....	31 43
865	511	J. A. Callahan.....	31 43
866	602	D. J. McKillop.....	51 43
867	548	O. H. Brown.....	17 14
868	183	O. W. Royce.....	85 71

Cl'im	Div.	Name	Amt. Paid
869	267	H. H. Sullivan.....	\$ 37 14
870	364	Geo. Lahay.....	40 00
871	132	John H. Vail.....	10 71
872	427	L. F. Barnhart.....	85 71
873	317	Thos. B. Rowen.....	160 00
874	427	Blake B. Tartt.....	54 29
875	147	Jefferson Cornett.....	71 43
876	428	Robt. H. Murphy.....	45 71
877	238	E. J. Costello.....	768 57
878	445	Chas. Roby.....	45 71
879	708	Wm. P. Boas.....	38 57
880	511	J. H. Dunn.....	10 00
881	401	J. D. Hubbard.....	80 00
882	216	D. L. Anderson.....	77 14
883	578	J. S. Hires.....	42 86
884	703	G. F. Stillwell.....	148 57
885	307	E. Williford.....	120 00
886	86	Chas. E. Fox.....	34 29
887	202	J. C. Beach.....	34 29
888	127	Case Weller.....	25 71
889	178	Chas. L. Petit.....	64 29
890	606	Chas. E. Condon.....	36 43
891	141	Ivan E. Stroud.....	12 86
892	689	L. L. Robinson.....	22 86
893	177	W. C. Eahart.....	5 71
894	154	I. T. Carr.....	71 43
895	147	August Bowman.....	21 43
896	201	Ed Gamble.....	31 43
897	568	A. H. Rothmeyer.....	25 71
*742	599	Alfred Parker, Adv.....	175 00
750	65	J. B. Cadden, Bal.....	440 00
*771	368	A. A. Walker, Adv.....	100 00
774	202	Wm. A. Keye, Bal.....	151 79
*776	260	G. O. Redmond, Adv.....	100 00
			6375 85

Total number of Weekly In-
demnity Claims.....79.*Number of advance payments
on Claims.....3.Indemnity Death Claims paid
April 1, 1909.

29	678	Wm. J. George.....	1500 00
30	128	Geo. P. Truax.....	2000 00
			3500 00

Total number of Death Claims, 2.

Weekly Indemnity Claims paid from Dec. 1, 1906, to March 1, 1909..... 71,319 03

Indemnity Death Claims paid from Apr. 1, 1907, to March 1, 1909..... 50,500 00

\$121,819 03 131,694 38



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Vol. XLIII

JUNE 1909

NUMBER 6

The Influence of the Railway Club-house.

EDITOR JOURNAL: The most unpleasant feature of a trainman's life has been the lack of suitable accommodations at the end of his run away from home. It has been his lot, as a rule, to endure hard beds with scant cover, and unwholesome food, and to pay exorbitant prices for the same. In thickly settled portions of the country where there is competition

for his patronage he may be able to obtain good board and lodging at a reasonable price, but in that vast extent of country west of the Missouri river he has, as a rule, been poorly housed and poorly fed.

The writer has had his full share of these unpleasant experiences, sleeping on the cab seat or on its roof many a night, or in a little shack on the wind-swept desert of Nevada, or half buried in the



SOUTHERN PACIFIC CLUB-HOUSE, ROSEVILLE, CAL.—Courtesy Supt. F. G. Athearn.

snow at Truckee; while as to food, he feels sure that he has eaten the proverbial "peck of dirt" and that wouldn't be so bad were it not for the added conviction that he has passed down to his digestive apparatus many bushels, perhaps barrels, of stuff that would come under the ban of the pure food law.

Rising from his comfortless bed with aching limbs, chilled to the bone, the poor trainman had one recourse to restore him to his normal self—a whisky toddy—which at the same time served to

"Big 'Lias'" and the name fitted him, for he had about reached the limit of human stature. "'Lias'" was a quiet fellow and no one suspected that he was particularly dissatisfied with the "grub," but one day he sprang a surprise on his fellow guests and on the landlord. The first offering of food had been devoured and all were impatiently waiting for another course which seemed everlastingly slow in materializing. At this juncture "'Lias'" arose, stepped on his chair, thence to the table, and promenaded its entire length,



CAFE S. P. RAILWAY CLUB-HOUSE, ROSEVILLE, CAL.—Courtesy Supt. F. G. Athearn.

fortify him against his next trial—his breakfast.

These conditions brought forth many complaints, but they were of little avail. Sometimes protests went beyond words, as in a case recalled back in the '70s. On the line between St. Joseph and Council Bluffs trains took dinner at Hamburg. The fare was what the boys termed "rotten." Frequent complaints failed to bring improvement. In one of the crews was a fireman whose only name known to most of us was Elias. We called him

pushing the dishes to right and left with his feet in his passage. He descended at the farther end, filled his pipe and lit it, and calmly walked out. The other guests not deeming it worth while to wait for *dessert* followed him.

It is gratifying to know that many of the railroad companies are becoming interested in the welfare of their employees in train service and, having provided old age pensions, are taking a further step in the line of humanitarianism by establishing at outlying points club-

houses where all the comforts of a first-class hotel are provided at nominal cost.

The Southern Pacific Company entered upon this work several years ago, and the system is being steadily extended and developed under the management of Mr. F. G. Athearn, Superintendent of Railway Clubs and Libraries. Mr. Athearn recently made a trip to Mexico to look over the field with the view of extending the system to the Harriman lines in the southern republic.

Believing that the readers of the JOUR-

January 30, requesting detailed data concerning the railway clubs on the Southern Pacific Company's Lines:

First, let me say what the railway clubs are not. They are not eleemosynary, religious, philanthropic or reformatory institutions. They are, as the name implies, clubs with all that the term club carries with it of goodfellowship and comfort. They are workingmen's clubs and as such are designed to meet the needs of the workingmen.

The wants of the manual laborer have



SOUTHERN PACIFIC CLUB-HOUSE, TUCSON, ARIZ.—Courtesy Supt. F. G. Athearn.

NAL would be interested in this movement looking to the comfort and welfare of their craft, I applied to Mr. Athearn for a few pictures of the club-houses and a brief history of his work. He has kindly granted my request with pictures and interesting data for the JOURNAL, and his letter which follows shows that he is a student of the influence exercised by the innovation of the club-house.

Fraternally, D. J. BROWN, Div. 283.

Mr. D. J. Brown, Last Camp Ranch,
Napa, Cal.:

DEAR SIR: In reply to your letter of

been catered to by three classes of institutions, eleemosynary, religious, and the saloon. Self-respecting men resent charitable or philanthropic effort in their behalf regardless of how well intentioned, and justly so. For a man to accept bounty without making adequate return is an admission of his own weakness and inability to provide for himself. It proclaims to society that he is a dependent from choice and a man lacking in one of the prime requisites of manhood—self-respect.

Religious organizations have been wont

to place emphasis on the life hereafter rather than the life here and now with its ever-pressing needs and demands; holding out as the reward of righteousness the joys of an inane and idle future existence, rather than pointing out that righteousness is its own reward and that the greatest possible happiness is doing work well and doing it now. It has failed to recognize that morality, in large measure, if not entirely, depends on physiology and environment, and that the workingman's usefulness to society,

his wants as he is found. Every convenience is offered and offered free of charge, simply as an inducement to get patronage. The saloon man knows full well that the average man has enough of the sense of gratitude to pay in some way for the comforts he has enjoyed, such as lunches, easy-chairs, warm fires or cooling fans, clean toilets, etc. That man is degraded indeed who will accept day after day the hospitality of the saloon without at least buying a drink or a cigar to in a measure make recom-



READING ROOM, S. P. RAILWAY CLUB-HOUSE, TUCSON, ARIZ.—Courtesy Supt. F. G. Athearn.

in the first instance, is a physical and not a moral question. Whether a man can do an honest day's work and is willing to depend on his muscles and his disposition and these in turn depend on his digestion. Unless a man is willing to accept the teachings of the particular sect behind the welfare work he is a *persona non grata* in the eyes of its leaders, despite all that may be said to the contrary.

The saloon is the only institution where the workingman feels welcome and that has come anywhere near providing for

pense for the privileges extended to him. But the feature above all that makes the saloon a source of attraction is the atmosphere of social equality, good cheer, freedom from restraint and general good-fellowship. It is true that men depressed by poor and improperly cooked food and unsanitary conditions seek to attain this atmosphere by a short cut—the whisky route. But after all, men should not be blamed too severely for this. Is it a wonder that when a man sees the mirage of that which he desires most of all—rest for a weary body and

social equality that makes him feel on even footing with all men—that his reason should be warped and that he should mistake it for the real and “cut cross-lots” to revel in the happy illusion? The vast majority of men who drink, drink for the effect, not because they like it. They are depressed and want stimulation, and such a condition is traceable, almost without exception, to improper rest, recreation and food. Had they had these they would not have suffered the short-cut whisky illusion.

watchword! Neat iron beds with wire springs, hair mattresses, feather pillows, clean white linen and woolen blankets are furnished at a cost of 15 cents per night. There are white enameled bath tubs and showers. Two towels, soap and janitor service are furnished each bather at a cost of 10 cents. Five cents per hour a cue is charged for the use of a billiard or pool table. A good meal of clean and well cooked food may be had for from 15 to 35 cents. Each club has a library which operates in a circulating



BARBER SHOP, S. P. RAILWAY CLUB-HOUSE, TUCSON, ARIZ.—Courtesy Supt. F. G. Athearn.

Now the employees' club-houses are made effective and real substitutes for the saloon by providing all the saloon does minus those detrimental features incident to drink and gambling. They abolish the necessity and desire for strong drink and the intense excitement of gambling by supplying the opportunity to obtain rest, recreation and food of the right kind. Supply the environment and the rest follows. Everything about the club-house is kept scrupulously clean and the buildings themselves made attractive architecturally. Cleanliness is the

system of between 10,000 to 15,000 volumes; the books changing every 90 days. There are not less than 21 weekly and monthly periodicals and from five to six daily papers on the reading tables of each club. Attractive stationery is supplied and the men are encouraged to renew broken home ties through correspondence. Study classes are organized and the men encouraged to take up correspondence courses. All these letters are free. Cigars, tobacco and soft drinks are sold at standard prices.

These clubs do not pay in dollars and

cents, or even support themselves, any more than the automatic block system. They are a human block system and the showing is made in increased efficiency, greater alertness, more contentment and longer average duration of service. When the grand totals of all these are taken the results are bound to loom large on the side of benefits for the employee and the railroad. There are no membership fees, but both the employee and the railroad contribute towards the maintenance. Both do it because it

purpose of the employees' club-houses on the Southern Pacific.

I inclose the photographs of the club buildings, as you requested.

Yours truly, F. G. ATHEARN.

Love and the Lady.

BY ALICE BROWN.

It was nearly 8 o'clock on the second night after Emily Redmond's summer abroad, and she was very tired. Not of the voyage ; that always rested her, and



SOUTHERN PACIFIC RAILWAY CLUB-HOUSE, YUMA, ARIZ.—Courtesy Supt. F. G. Athearn.

pays—they get value received ; the employees in added comforts and peace of mind and body, and the railroad in higher efficiency. Thus is every vestige of paternalism swept aside, a higher moral tone attained by the men being given surroundings that are morally healthful, the drinking evil checked by producing conditions that tend to eliminate the craving and the club made a concrete span which bridges the gap which so often exists between the employee and the employer.

These are the main facts and the

this time it had so steadied her nerves, so reinstated the poise of her soul, that she was only the more afraid. She felt with a sudden thrill of misery, that all the past had to be lived over again, this time with a healthy woman's instinctive distaste for grief. When she went away, she had been jarred and broken by her trouble ; then she sank under it, acquiescent. Now she was whole again, as to her bodily being ; but, back in the old scenes, she realized that she had been recalled, also, to the old pain. She had lost her lover, and had learned to believe

that she was resigned to the loss. But here in this room, where every niche held a memory of him, a sickness of heart rose within her at the certainty that the old battle was still to be fought, and still to her abiding defeat. He had been truly a part of her, and the torn nerves throbbed with all their former fire.

"How permanent things are!" she thought, with a recoil from the laws of being. "How terribly permanent!"

So she sat there, absently fingering the one little lock above her temple that

she would have flung herself into them on the wave of a hope newborn. But he only came forward, and stood looking down at her with a conscious assumption of mastery quite new in her knowledge of him. It appeared as if he had come with a purpose. In her the first emotion of an impetuous spirit had been quelled. Now her fine social training stood her in hand. Her cheeks were still red, but she looked up at him impassively. She could not well rise; he was too near her. It was he who spoke.



POOL ROOM, S. P. RAILWAY CLUB-HOUSE, YUMA, ARIZ.—Courtesy Supt. F. G. Athearn.

was lighter than the rest. Robert had said that he loved it better than the whole of her. Suddenly she came to her feet with a spring, and her lips parted. She bent forward with that crouching movement sometimes seen in supple women, and then sank back again. There was a parley in the hall, and she knew the voice. Yet it seemed incredible. Presently her own door swung open, and someone came in. It was the man she loved—"eternally!" cried her spirit, with a throb. A great blush dyed her face, and perhaps, if he had held out his arms,

"Well," said he, "'Who put my man i' the stocks?'"

Her delicate eyebrows lifted a little. If he meant to be literary, rather than human, she could meet him.

"Quotations?" she asked.

"Yes; Lear. I've been thinking it up all the way. 'Who put my man i' the stocks?'"

"You should have prepared me. Or, if it's a game, tell me so, and I needn't play. I always hated them."

"I remember. No, it isn't a game. It's a question. In plain English, why

did you put me in a magazine story?"

Her eyes sank. She was guilty, and she knew it.

"Oh," she said, with futile scorn, meant to hide her tracks, "the old accusation! We write something, and the world declares we dragged it out of our own hearts. I thought you knew better. If you don't, what's the use of writing stories yourself?"

He smiled at her with an exasperating indulgence.

"Your generality is glittering and cor-

tremendous effect on me. You will see!"

Emily moved a little impatiently.

"I wish you would sit down," she said, with the weary air of one who would fain have added, "or go home." "You make me so nervous standing there."

"So Diogenes said to Alexander. No, I can't sit down, thank you. I'm going to the opera, and you are going with me."

In spite of herself, Emily took on the look of a radiant happiness. She honestly believed that he had ceased to love



SOCIAL ROOM, S. P. RAILWAY CLUB-HOUSE, YUMA, ARIZ.—Courtesy Supt. F. G. Athearn.

rect," said he, "but just here it doesn't apply. You know very well that you idealized me and put me bodily into that very clever story. I was kidnaped. But the deed served its purpose; I never really knew till then how nice you thought me."

"You!" she flashed. "The man in the story was brave, chivalrous, splendid!"

"Oh, yes!" he nodded. "But he's me all the same. I'm going to be brave, chivalrous, splendid, now you've given me my cue. I've met an edition de luxe of my own poor self, and it's having a

her, but it was better to be bullied by him than courted by another man.

"You are not by any chance related to the Lochinvars?" she asked, with an air of polite interest. "Your mode of invitation is so strikingly similar."

"No," said he, coolly. "And my errand reads differently. He rode for love, I for revenge."

"What do you mean? I'm just off the ship. My head is in no state for subtleties."

"Then plainly you put me in a story. You leave me there with the woman I

love. You send us off to the opera together, and you deliberately wreck us by the way. We hit a snag, we quarrel, we finish our scrimmage in the carriage coming home, and we part eternally at the door. Now, it has occurred to me, as a matter of poetical retaliation, that you should go through exactly that scene with me, whose emotions you have made so free with. Childish? Oh, yes, but you owe me some amends."

She was not looking at him, because she dared not; but she felt her lips stiffen. If he meant it—and he had al-

I'm ready. But uncle's at the club, and he'll think it queer."

"If a woman of 33 can't go out unexplained and well attended—"

"I'm not 33!" she flashed back from the glass, whither she had gone to inspect her glossy hair. "I'm 31!"

"I know it—on the 3d of September. I said it to rouse you. I shall leave no lash unflicked."

She went into the hall and tied the little lace over her head. She was very composed, and her manner had a beautiful dignity. He looked at her with pride,



SOUTHERN PACIFIC RAILWAY READING ROOM, DUNSMUIR, CAL., CLUB-HOUSE.

ways meant the little he said—then they were to part again; and the pang of this second death seemed a thousand times more agonizing than the first. Yet it would give her two hours more of life. Better to be stung by scorpions and live, than be left with the desolation of days without him. She assumed her part, and laughed, with a very real gayety. There would be many years wherein to bemoan herself.

"It's very dramatic," she said. "Very silly, too! Still, if a quarrel is what you want—rehearsal of a nonsensical plot—

and realized what she had gained in poise and harmony since the spring. She seemed to him a creature capable of infinite growth, and he exulted in her. But he said, rather brusquely:

"The opera isn't 'Tristan.' You know it was, in the story, but I couldn't set my scene exactly."

"Ah, well! after 'Parsifal' at Baireuth, one doesn't sigh for Wagner in America."

"Nonsense, child!" said he putting her into the carriage. "That's a very superior kind of talk, but you don't mean it. I know you. Give you a full orchestra,

and you'd shut your eyes to any scene ever set. When it comes to music, you're greedy enough over half-loaves. No sitting down at home for you! no moaning over 'a sorrow's crown of sorrow!'"

She bent forward so that the wind might cool her cheek. It was a winter night, very clear and still.

"I dare say you are right," she said, with the same elaborate indifference. "I only meant I didn't feel very enthusiastic, and I put it into the old stock phrase."

"I think I must have been crazy," said she. "I look like a pew-opener."

He resisted the impulse to tell her she looked altogether lovely. Satins and laces had nothing to lend her.

"We are crazy, both of us," he said, brusquely, trying to be enigmatic — "beautifully, divinely mad, and bitten by the same fly. Let's see where it will chase us."

All through the first act she found herself in a dream. The music was light



FEDERATED COMMITTEE OF ADJUSTMENT, LOUISIANA RAILROAD & NAVIGATION CO.

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R. O. Coor Pender, O. R. C.

J. J. Goodwin, B. of L. E.

—Courtesy Bro. R. O. Coor Pender, O. R. C., Shreveport, La.

"But we did hear 'Tristan,'" he insisted. "Do you remember?"

She hesitated.

"Yes," she said, with a little thrill in her voice, "I think I do."

"Oh, you know you do! Let's tell the truth tonight. That's one condition of our farce."

The carriage had drawn up in a line of others, and they joined a brilliant stream pouring in at the door. Emily looked down at her dress with an amused dismay.

and brilliant, yet she tried not to listen. There were certain pages, she told herself, that must not be turned, certain nerve cells that must not wake. Music seemed to her the ultimate call life had to make. She could perhaps bear the stress of the moment, but not if this insistent note of outer beauty sounded in her ear. With the first interlude, friends who had spied her out came over to speak to them, to exclaim over her unexpected arrival and question her

about the voyage. She was glad. Commonplaces built a little wall about her, and she rejoiced in her defenses. But at length the others dropped away, and still the curtain did not rise. She felt Robert settling himself at her side.

"Now's the day and now's the hour," he whispered. "You remember they began to quarrel after the first act."

"Oh, yes, I remember! But they had something definite to quarrel about. We're in the mist." He guessed at the paleness under the sea tan of her cheek, and called himself a brute. But he had

hashish. There's your vision just the same, but it ought to spring from something intrinsic."

"Yes," she cried, impulsively, "but—" She stopped.

"Oh, yes, I know! It was after 'Tristan' that you and I owned our love. But we only said it then, mind you. It existed before."

She felt her heart beating fast. These things should not be brought again to light, she thought, agonizingly. All the days of her exile rose up before her, days when she lived apart from him to



GROUP OF IOWA BROTHERS AND SISTERS EVIDENTLY NOT IN A HURRY.

Bro. L. A. McFarlane, 159. Mrs. McFarlane, Bro. F. C. Barber, 159. Mrs. Town, Bro. A. L. Town, 159.
—Courtesy Bro. L. A. McFarlane, Cedar Rapids, Ia.

undertaken a task, and he began again, indirectly.

"I don't like your scene-setting. Why should they hear 'Tristan?' It's a false note."

"How is it false?" She spoke warmly, glad to escape from what she was to something she had done.

"Meretricious, that's all. It takes you out of the realm of pure emotion, and forces you to lean on external detail. Your lovers quarrel chiefly because they are wrought up to the last pitch by a Titanic drama. You might as well have an Apocalyptic vision dependent on

heal her of her love; all her nights of loneliness, and her tears, saltier than the estranging sea. Was it not baldly cruel to drag the fine, sweet thing out of its grave, to probe it farther? Then the curtain went up and a delicate melody wooed her from herself. When the scene was over, he began again, persisting palpably against his will.

"Now, as to the man in the story. He wouldn't justify himself. Quite right! If the woman had loved him, it would have been unnecessary. She would have justified him in her own mind, and said not a word."

"Not in the least! It wasn't that he didn't explain. He wouldn't speak at all!"

"Would you speak if you were suspected?"

"I didn't suspect—" She stopped, scarlet. Were they discussing her own wounded heart, or a woman in a book? But he ignored his point, and she was grateful.

"Can a man stoop to justify himself?" he asked softly. There was a pause,

and then she spoke indignantly, against her will, laying all her poor defenses bare.

"It isn't that a man should justify himself. It isn't that a woman should ask it. But when he will not speak—when he would rather walk away from her forever than hurt his pitiful pride—oh what is a word compared—" She stopped, hating herself for having, in woman's way, said all when she had meant to say nothing.



MRS. MURDOCK, GRAND PRESIDENT G. I. A., AND THE LITTLE DAUGHTERS OF ENGINEERS

Who sang the welcome song and presented the flowers at the San Antonio union meeting, March 29. Reading from right to left, upper row, are Doris Torbert, Laraine Finnigan, Charlotte Stiles, May Cherry, Loraine Zumberg, Catherine Cherry, Ruth Francis. Bottom row, Josephine Francis, Lotta Torbert, Hazel Taylor, Mrs. Murdock, Ethel Forbes, Aliene Forbes and Dewey Finnigan.

—Courtesy Mrs. A. J. Torbert.

Robert was watching her. Now he seemed to himself intolerably brutal, and the maternal, protecting quality which was the better part of him rose up and charged him to trouble her no more.

"You're tired," he whispered to her, gently. "Do you want to go home? You don't care for the apotheosis of virtue?"

Then they drove away, and Emily gave a little trembling sigh of relief, all to herself. Yet she felt a greater loneliness than she had known even on the other side of the sea. For he was here, they had haggled over a cynical comedy, and in a moment they must part. She did not mind very much what he thought of her now, and she would talk no more; so she withdrew into her own



DRILL TEAM OF ALAMO DIV. 354, SAN ANTONIO, TEX.

Reading from right to left, upper row, are: Mrs. W. L. Winzer, J. O. Taylor, J. Hopper, H. Zumberg, J. D. Stevenson. Lower row, right to left—Mrs. C. L. McBeary, J. A. Shirley, J. D. McDaniels, J. D. Dickerson, E. A. Eichler, A. L. Jones, G. R. Wallace. In center—Mrs. A. J. Torbert, Chaplain.

—Courtesy Mrs. A. J. Torbert.

"I will go home, please," she answered, with a pitiful little smile, but still bravely. "The voyage—I hadn't realized, but it did tire me. I'm a good sailor, you know, and I suppose I don't consider that it's always more or less of a strain."

They made their way out with the fluttering throng ready to walk in the lobby; and he hurried her down to the corner where their man was waiting.

corner, and fought down the shudder that crept over her to her lips.

"Emily," he said "give me your hands. Where are they? You won't? Then I'll take them. Little cold things!"

A quick sob escaped her.

"Oh, I can't bear it!" she whispered to herself. "I never can bear it!" And then her tears were wet upon her cheek.

"Sweetheart! Emily!" he whispered, "stop trembling! Don't you know we're



SISTER T. J. KILLEEN AND BRO. A. D. SHANE, DIV. 241, ALTOONA, WIS.,
IN FRONT OF SAN JOSE MISSION, SAN ANTONIO, TEX.

—Courtesy Sister A. D. Shane.

here together!" (But he was trembling, too.) "Don't you see it's all over and done with—that ghastly separation—and we love more—more—more!"

But Emily clung to him and sobbed as she sometimes had through those nights in the Paris hotel when he seemed a world away. The memory of them flashed before her, and a little humorous wonder came into her mind whether he knew how a woman's soul could tear her body to pieces. He was finding out! And she bit her lip to stop crying, and then sobbed again.

And Robert was as different from the old Robert as she from the other Emily—the untried, happy one.

"How could you do it?" he was saying, passionately—"send me away from you? Me away from you? And I never should have known why, really, if it hadn't been for that tell-tale story. You laid your heart bare, you little thing! You told me just what you thought of me—told the world, too, but they don't know it—and I said: 'Why, she loves me! And she was a proud, stupid minx, and she was willing to think I would wrong her willfully, and not ask me to explain.' Why didn't you ask me to explain? The woman in the story did!"

"I thought you knew,"

she murmured. "I thought you didn't care enough to do it."

"Care? I'd have walked to Jerusalem barefoot to tell you I was true. I haven't any pride where we are concerned. Have you? It's just we two in the world, and the others can go hang. What has pride to do with us? Oh, darling! darling! why, your lips are salt, too! Are you Niobe—all tears?" And they laughed piteously, and he mopped her face with

his big handkerchief.

"Where is he driving us?" she said, after a moment, with a little happy sigh.

"Up the avenue and down again. I told him to."

"But he'll guess why."

"Well, why?"

"Oh, for—this, I suppose!"

"Oh, you little child! Did you suffer?"

"I'm not little. I'm a tall woman, and I weigh—"

"I don't care. You're a tiny mite, all fur and as stupid as you can be. Yes, you are! You write clever stories, and then think a man doesn't love you because he isn't eternally saying so!"

"Oh, it wasn't that!"

"It was, too. But 'I'm changed.' I'm going to din it into your ears till they're dulled with it. I'll chant it on the house-



BRO. A. D. SHANE, 241, ALTOONA, WIS., AND BRO. J. McDONALD, DIV. 244, CORNING, N. Y., WITH GROUP OF MEXICAN CHILDREN, AT SAN ANTONIO, TEX., MARCH 30.—Courtesy Sister A. D. Shane, G. I. A. 54.

tops, and intone it from the steeples. Henceforth there shan't be an emotion between us that remains untold."

"No! no! it isn't that. But I said to myself: 'If he cared, he couldn't keep this deadly silence. He couldn't—'"

"Ah, yes, he could. But he's been trepanned, and he won't again. There's your uncle stalking up the steps. I'll go in and ask him to order the wedding breakfast."

"Oh, but you must be careful! He thinks you treated me badly. I didn't tell, but I did wilt, and he drew deadly conclusions. You must be good."

"Good? I'm seraphic, and my humility's beyond belief. 'A poor thing'—but your own!"—*N. Y. Outlook.*

A Turn of the Wheel.

(Original.)

Enid Ford not only possessed a fortune, but, her father and mother being dead, there was no one to direct her movements in any respect. Walker Brooks was an eligible party, being also wealthy and, although he was not intellectual and had no object in life, Enid had concluded that their two estates united would involve many advantages. She gave him some encouragement. He proposed and was accepted.

In memory of her parents Enid built a little church in the town where she lived. When it was finished she cast about for someone to take charge of it as pastor. Laurence Keith, a recent graduate of a theological seminary, was recommended and finally chosen for the position.

Keith was one of those young men who from the first indicate that they are destined to make their mark in the world. He had, first of all, that requisite for a pastor, the gift of extempore utterance. When he had anything to say to his congregation he did not halt nor hesitate for words nor become inextricably involved in the construction of sentences.

Being at the head of a church built and endowed by Enid Ford, there were many things constantly arising for them to talk over. They invariably confined themselves to church and charitable in-

terests, seldom if ever dropping into that small talk so natural to young people. Indeed, Mr. Keith treated Miss Ford as the owner of the church of which he was pastor, and Miss Ford treated Mr. Keith as the pastor of the church of which she was owner.

When Mr. Keith had administered the affairs of the church and its congregation a year Miss Ford said to him:

"I am very well pleased, Mr. Keith, with my selection of a pastor for my church. There is, however, one recommendation you do not possess. A clergyman should have a wife. On your salary, I admit, marriage would be unwise, but I



BRO. W. H. HOLMES, DIV. 333, MINNEAPOLIS, MINN., AND HIS PET DOG.

can relieve this deficiency. Your salary for the next year will be double what it has been."

Mr. Keith thought a few moments, then declined the raise with the condition, whereupon Miss Ford assured him that there was no condition attached, and he was satisfied. A few more matters of business were talked over between them, when Miss Ford said:

"I have a request to make of you—an invitation to extend to you—and I don't wish you to be influenced in your acceptance by our relative positions. Perhaps I am making too much of the matter, but everything connected with a girl's

main event in life, marriage, is the cause of deep feeling to her."

"I can understand that, and it should be so. What is this invitation?"

"Will you marry me?"

Mr. Keith looked at the girl in astonishment, then, instead of making a reply, turned and walked back and forth for several minutes in deep thought. Meanwhile Miss Ford looked at him, equally surprised.



RUSTICATING IN ARKANSAS.

M. F. Quinlan, Yard Master.

Bro. Jno. Horn, Div. 175. W. H. Langdon, O. R. C. 100, Delaware, O.

—Courtesy Bro. C. O. Norton, 175.

"I do not think," he said at last, "that such a course would be well for either of us. In a career such as mine wealth possessed by my wife would be a detriment to me, for my view of wealth is that it belongs to the poor. I have observed that, however liberal rich people are, their wealth is their paramount interest. With this predisposition to hold and increase what you have, I would advise you to marry a rich man."

It is needless to say that Miss Ford

listened to this with interest. Mr. Keith had mistaken her entirely. What she intended to ask of him was that he would perform the marriage ceremony soon to take place between her and Walker Brooks. He had supposed that she, being rich, had considered it her part to propose marriage. When he had finished speaking, instead of informing him of his blunder she said:

"What you say is worthy of thoughtful consideration."

A week later Mr. Brooks received a note from his fiancée stating that she had come to the conclusion that she was not the woman he should marry; that she had resolved to spend her income in doing good only and not in pleasure seeking. Mr. Brooks was somewhat disappointed at losing so considerable an addition to his fortune, calculating to spend the united income in fashionable living. But he weighed the matter and decided that he would rather give up Miss Ford's fortune than see it expended in building institutions. He released her.

From this time Miss Ford began to rely on her pastor in certain expenditures which she designed on account of his experience in the line she proposed to spend the money and because of his administrative ability, which was of the first order. It was not long before their interests became identical. Miss Ford furnished the means for good, and Mr. Keith saw that the money went into many a household where it was not only a god-send, but it was expended to a practical purpose. One evening after they had been talking of these matters Miss Ford said:

"Mr. Keith, I once gave you an invitation which you declined. Were the situation now what you inferred it to be,

your reasons for declining would have been excellent. But since then I have made my calling your calling. I see no reason why a fortune held in trust, as I hold mine, for the poor should not continue to go through you to the greatest good. Again I ask. Will you marry me?"

The second invitation was accepted.

EMMALINE C. BURKE.

I Have Drunk My Last Glass.

No, comrades, I thank you, not any for me;
My last chain is riven, henceforth I'm free;
I will go to my home and my children tonight
With no fumes of liquor their spirits to blight;
And with tears in my eyes I will beg my poor wife
To forgive the wreck I have made of her life,
I never refused you before! Let that pass,
For I've drunk my last glass, boys; I've drunk my last glass.

Just look at me now, boys, in rags and disgrace,
With my bleared, haggard eyes, and my red,
 bloated face;
See my faltering step, and my weak, palsied hand,
And mark on my brow that is worse than Cain's brand;
See my crownless old hat, and my elbows and knees,
Alike warmed by the sun, or chilled by the breeze.
Why, even the children will hoot as I pass;
But I've drunk my last glass, boys; I've drunk my last glass.

You would scarce believe, boys, to look at me now,
That a mother's soft hand was pressed on my brow
When she kissed me and blessed me, her darling,
 her pride,
Ere she laid down to rest by my dear father's side;
But, with love in her eyes, she looked up to the sky,
Bidding me meet her there, and whispered, "Good-by."
And I'll do it, God helping. Your smile I let pass,
For I've drunk my last glass, boys; I've drunk my last glass.

Ah! I reeled home last night; it was not very late,
For I'd spent my last sixpence, and landlords won't wait

On a fellow who's left every cent in their till,
And has pawned his last bed their coffers to fill.
Oh! the torments I felt, and the pangs I endured!
And I begged for one glass, just one would have cured.

But they kicked me out doors, I let that, too, pass,
For I've drunk my last glass, boys; I have drunk my last glass.

At home, my pet, Susie, with her rich, golden hair,
I saw through the window, just kneeling in prayer:

From her pale, bony hands her torn sleeves hung down,

While her feet, cold and bare, shrank beneath her scant gown;

And she prayed, prayed for bread, just a mere crust of bread.

For one crust, on her knees, my poor darling plead.

And I heard with no penny to buy, alas!
But I've drunk my last glass, boys; I've drunk my last glass.

For Susie, my darling, my wee six-year-old,
Tho' fainting with hunger and shivering with cold,

There on the bare floor asked God to bless me;
And she said, "Don't cry, mamma, He will; for you see,

I believe what I ask for." Then sobered I crept
Away from the house, and that night when I slept
Next my heart lay the pledge. You smile! Let it pass,

For I've drunk my last glass, boys; I have drunk my last glass.



BROS. H. G. ANDREWS, F. L. PAWL, W. H. BAY,
DIV. 183, ENGINEERS ON THE UNION PACIFIC RY.,
OMAHA, NEB. —Courtesy Ernest P. Rogers.

My darling child saved me! Her faith and her love

Are akin to my dear sainted mother's above!
I will make my words true or I'll die in the race,
And sobered I'll go to my last resting place;
And she shall kneel there, and, weeping, thank God

No drunkard lies under the daisy-strewn sod!
Not a drop more of poison my lips shall e'er pass,
For I've drunk my last glass, boys; I have drunk my last glass.

—Selected from a New York paper, by Bro. E. W. Hurley, A. G. E.

A Ticket Scalper's Story.

(Original.)

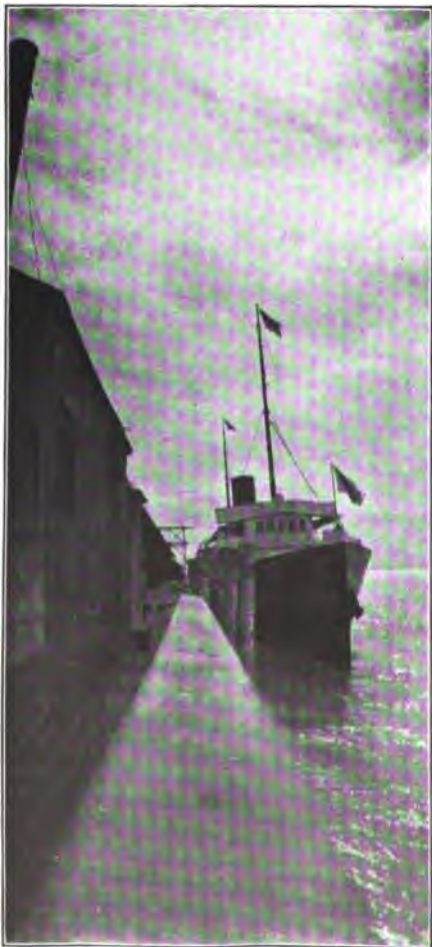
I'm a ticket scalper. It's not much of a business and doesn't give a man much

of a position in the world, but a scalper has a human heart, just like anyone else. A scalper may feel inclined to bestow that heart upon a woman. I had that inclination once, but I'm never going to have it again. Women are the most ungrateful creatures in the world. A woman who would treat a man as one of 'em treated me isn't fit to live on the face of the earth.

One day a pretty, melancholy looking girl of perhaps 22 came into my office and said she wanted to get to her mother, who was lying sick in Cincinnati. She said she was broke and wanted a ticket for about nothing. I had half a mind to

give her a ticket, charging up the amount to myself, but that would be giving a stranger something like \$10, and while, as I said, a ticket scalper has a heart, he isn't the kind of a man to give things away that he can't afford to give. I was looking among my old stock for something pretty cheap when I came across an unused half of an old excursion ticket, the limit of time of which had long ago expired. It occurred to me that if the girl worked on the sympathies of the conductor as she had on mine she might induce him to pass her through on it. I told her what I was thinking about and that if she was inclined to try it on I would give her the ticket free of charge. She asked if there would be anything dishonest in such an act, and I told her I didn't think there would be; there would be no misrepresentation. If the conductor wouldn't accept the ticket the worst he could do was to put her off at the first stop and she would be just so far on her journey. If she got stranded in a strange place she could get on the next train and go farther on the same ticket, and so on.

She said she wouldn't do that, but if the conductor would let her go through on the ticket she would do so. The ticket had been paid for by someone, and she didn't think the road had a moral right to refuse it. I agreed with her as to that, and she accepted the ticket with heartfelt thanks and tears in her eyes. She looked hungry, and I asked her if she was going through without anything to eat. She said she'd have to, and I felt so sorry for her that I asked her to go out to a restaurant and filled her up with oysters, beefsteak and a lot of other things. I remember the bill was \$3.50. Her train went at 12:05 o'clock, so I took her to the theater. If you want to love anyone, just do something for 'em. The more I did for this poor girl the more I thought what a lovely home she could make for me. By the time I left her at the station I would have bought her a good ticket, but I'd spent all my money. I told her to keep up her courage and she'd go through all right. She said that I was one of nature's noblemen and I would be rewarded for



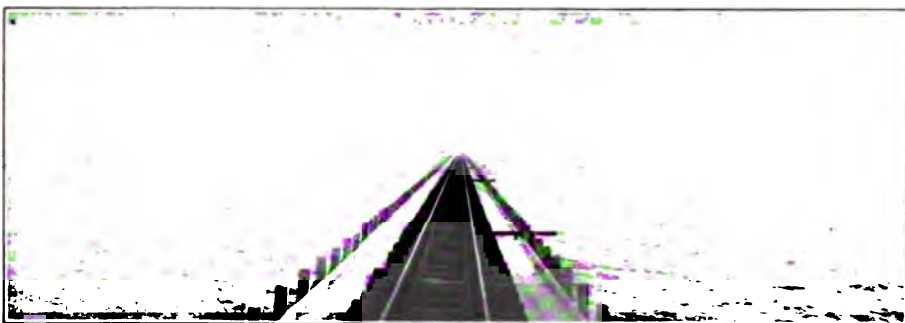
FLORIDA EAST COAST RAILROAD EXTENSION STEAMER AT KNIGHT'S KEY DOCK.—Courtesy Bro. J. W. Deats, 309.



FLORIDA COAST RAILWAY TRAIN 98, AT MIDWAY, FLA.—Courtesy Bro. J. W. Deats, 309.



FLORIDA EAST COAST RAILWAY, LONG KEY, NEAR CENTER OF VIADUCT, A POPULAR FISHING POINT.



FLORIDA EAST COAST RAILWAY, LONG KEY VIADUCT, BETWEEN HOMESTEAD AND KNIGHT'S KEY.



FLORIDA EAST COAST PASSENGER TRAIN NO. 98, AT KNIGHT'S KEY DOCK.—Courtesy Bro. J. W. Deats, 309.

my kindness to her. As the train moved away she waved her hand to me out of the coach window, looking at me with tearful eyes.

It wasn't a week before I received a note from the attorney of the road over which I'd given the girl a ticket stating that they had a case against me for swindling and must either shut up my shop or they would send me to state prison. I went at once to the attorney's office and asked to know what it meant. He showed me the ticket I had given the girl with a sick mother and asked me if I'd sold it to a deaf and dumb girl.

should give the name of the scalper, which she did willingly, expressing the hope that they would punish him soundly.

Well, I told my side of the story, and when they sent to the address the girl had given them for corroboration of her side they found there was no such street and number in existence. The officers of the road believed that the poor girl shrank from appearing against me and had, therefore, thus concealed her abode. But, not having any evidence against me, they didn't prosecute me, though I remained under a cloud with them.



C. B. & Q. ENGINE 1672, IN PASSENGER, PUSHING AND SWITCHING SERVICE, PLATTSMOUTH DIVISION.
BRO. E. B. THRALL, MEMBER DIV. 98, IN CHARGE.

I denied the charge and admitted I'd given it to a girl who could talk as well as I could. Then he told me how the ticket had been used.

The girl had poked it at the conductor when he came around, and he told her it was no good. She began to talk to him with her fingers, and, seeing her condition, he had given her a pencil and paper on which she wrote that a ticket scalper had sold the ticket to her for the regular fare. The road was trying to get a case to scare us scalpers, and the conductor, backed by the passengers, who were indignant at such treatment of a poor deaf and dumb girl, passed her through, but he stipulated that she

Not long ago in looking over a newspaper my eyes were attracted to an item headed, "Working the Deaf and Dumb Racket." The item stated that Mary Moyers had been arrested for traveling on railroad trains on worthless tickets and pretending to be deaf and dumb. She represented that the tickets were sold her by ticket scalpers, thus exciting the sympathy necessary to get herself passed and often to draw forth a contribution from the passengers. I sent the clipping to the officers of the railroad she had swindled, and they wrote me a note of apology.

But I don't want any more women in mine.
MERRICK ANGUS.

His Correspondent.

(Original.)

In the olden times, when things were not all ready made by millions, Joseph Sanger stepped into a store where a variety of things were kept on sale. There were embroidered articles for women, fancy articles for household use and lounging articles for men. The latter consisted of dressing gowns, smoking jackets, slippers and such other paraphernalia.

"I'm a bachelor," said the young man, "a lone, lorn bachelor. I am obliged

"You say they are new?" he asked. "They look shop-worn."

"Such things are made by fine ladies in indigent circumstances, who usually spend a great deal of time on them. I dare say they were a year or more in making. That accounts for their appearance."

Sanger bought the things for a song, took them home and the same evening put them on. As he saw himself in a mirror he thought them very becoming and a great bargain. Lighting a cigar, he sat down in his easy-chair, feel-



BRO. I. P. SMITH, MEMBER DIV. 181, ELDON, IA., GETTING THE EIGHT HOURS OUT OF THE 24 PROVIDED FOR IN THE 16-HOUR LAW. The last time the writer saw Brother Smith he was about to patent a contrivance to create draft in his cook stove. Brother Smith and the writer scoured brass together on the old H. & St. Jo., when cleaning took more time than firing. We are indebted to his son, C. E. Smith, Trenton, Mo., for the photo.—EDITOR.

to spend a great deal of time in my room, and I may as well be comfortable. What have you in the line of wearing apparel for such use?"

The shopkeeper squared himself and surveyed his customer with calculation in his eyes. "Yes; I think they will fit you," he said at last. "The very thing—a smoking jacket, cap and slippers, brand new, beautifully embroidered. I got them in only yesterday, but I will sell the lot very cheap." He produced the articles. The young man tried them on, and they fitted him fairly well.

ing very comfortable. But notwithstanding that he was in fine apparel he was miserable. Who can be happy with nothing but walls to talk to? Thrusting his hands into the pockets of the jacket, he ran one of them against a bit of paper. Withdrawing it, he read:

The maker of this jacket would like to correspond with the purchaser with a view to matrimony.

"Well, now, I like that!" mused Sanger. "That woman has a long head. She knew there were even chances the things would fall into the hands of a

bachelor, that the bachelor would wear them in a room all alone and want a wife. My dear, I'll go you."

He wrote a note and mailed it. It came back with postmen's notes scribbled all over it: "Try here. Try there. Try everywhere." Sanger, disappointed, threw it on his dressing-case. But the next evening on returning from business it was missing. The maid told him that the postman had asked for it, having found a party to whom it might belong. A few days later a note written on fine paper and bearing a crest was laid on a table in his room. He opened it and read:



BRO. L. F. DASHER AND BRO. F. W. SNYDER, DIV 146.
Chairman of the Committee of Arrangements and Chairman Floor Managers of the successful entertainment given by Div. 146 on March 18. See page 432, May JOURNAL.

Since placing the note in the article you describe prosperity has come to me. Nevertheless I shall be delighted to find a man who has in him the elements of a good husband.

There was no mention of the writer's age. When Sanger replied, which he did at once, he said that his age was 26. Before going any farther in the matter he would like to know the lady's age. There was no reply to this, and, fearing that she might be sensitive about her age, he wrote again, giving the old quotation "with loving hearts age makes no difference."

Then came an epistle stating that the age of the lady who had placed the paper in the smoking jacket was 42. Sanger

was much disappointed and forthwith committed the note to the waste-basket. He was not in need of marrying a fortune and did not propose on any account to marry a woman 16 years his senior.

Meanwhile a lady acquaintance told him that she wished to introduce him to a young friend of hers. Sanger consented and met an attractive girl of 18, with whom he proceeded straightway to fall in love. His passion being reciprocated, an engagement ensued. When he was feeling the happiest a note came from his correspondent stating that she had looked up his record, was satisfied with it and was ready to make his acquaintance.

Sanger paid no attention to the note. Presently he received another, stating that if he thought he could trifle in that way with unprotected women he was mistaken. The courts would do her justice.

Sanger was troubled. It appeared that he had been drawn into a trap by a woman for blackmail. She had his letters, though there was no offer of marriage in them, so he might as well write one or two more, trying to fix the matter up. The replies he got puzzled him.

They seemed to have been written rather by a young girl than a middle-aged woman. Indeed, there was something very unsophisticated in them. He finally determined to meet her and find out just what kind of an enemy he was fencing with.

He made an appointment to meet at a certain spot in the park. As he was about to keep it along came a letter from his fiancée asking him to come to her at that very hour. This was unfortunate, but he resolved to ignore the request. He decided to take his chances and went to the park.

As he approached the rendezvous whom should he see but his fiancée herself.

He halted, but, having been seen by her, he approached. She stood laughing at him. When she had driven him to the verge of anger she explained.

Twenty years ago her mother wrote the note he had found in his dressing gown. His reply had fallen into her hands, and she had been his correspondent. She had secured the introduction and had since been amusing herself by continuing the correspondence, thus furnishing herself with amusement.

ROSALIE WHITING.

"—must part with that infernal canary," he went on, ignoring the information, "or either she or I will have to leave. For three days now I've listened to its noise till I'm in such a state of mind that I can't evolve a single clear thought or reason syllogistically. It's absurd."

Mrs. Martin hadn't perhaps the faintest idea what the "evolution of a clear thought" meant nor what "syllogistic reasoning" implied, but she had a most excellent idea of what George Char-



COMMITTEE OF ARRANGEMENTS FIFTH SUNDAY MEETING, P. & B. R.Y., HELD IN POTTSVILLE, AUG. 30, 1906.

Left to right—C. Miller, Wm. Runkle, J. F. Harley, C. E., 90, W. M. Bast, C. F. Miller, Ch., N. L. Hipple, H. E. Wilson, Sec., Wm. Wintersteen, G. A. Ammon, A. Applegate, Div. 90, Sisters—L. Reber, Wm. Wintersteen, W. M. Bast, H. E. Wilson, Pres., S. V. Hoffman, J. A. Flemming, G. A. Ammon, A. Applegate, C. F. Miller, Chr., J. F. Harley, E. F. Connelly, A. Wile, W. A. Pfeuger, and F. McGovern, Div. 93, G. I. A.

—By request of Bro. H. E. Wilson, Div. 90.

The Canary's Mission.

BY VIRGINIA LEILA WENTZ.

(Copyright, 1907, by E. C. Parcells.)

George Charlemagne Tower rang for his landlady, with an impatient frown on his scholastic brow. As she entered his library she found him pacing up and down the Bokhara rug.

"That person who's rented your room back there"—he began.

"A young girl, sir," ventured Mrs. Martin.

Charlemagne Tower's occupation of the best part of her apartment meant and what his threat implied. For five years now he had been her model star lodger, a bachelor and a heart whole man. She had come to look upon him as a comfortable fixture and so had her husband, who was something of an idler, having found no position in life exactly suited to his gifted irresponsibilities.

"Miss Clemmens—that's the young girl, sir—won't part with her canary, I know," observed the landlady nervously,



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—Courtesy Bro. W. W. Fidler, Div. 574.

picking up a paperweight. "She's uncommonly fond of the bird, but I'll tell her I'd like the room when her week's up." Mrs. Martin laid down the paperweight with the air of a martyr.

"Very well," grunted Mr. Tower, pulling up the shade of his library's back window with a jerk so that the morning sunlight struck like gold upon the big rubber plant. Then he opened the window. It was very warm in the room. "Suppose I'll have to stand the nuisance a few days longer. That's all. Good morning." He sat down at his mahogany desk with an air of dismissal and drew some papers toward him.

As he bent over his manuscripts, goose-quill in hand, suddenly there sounded the whir of tiny wings in the stillness of the room, and there on the very sunniest leaf of his rubber plant perched a little yellow canary.

After an alert, coquettish inspection of the room and its occupant, the bird lifted its slender neck and emitted several penetrating chirps; then it filled its lungs with air, its soft chest expanded, and it burst into a gust of song.

"Come in, come in," called Mr. Tower brusquely in response to a knock upon his half-closed door. He looked up over his glasses. There, straight and slender and very, very young, stood a girl, the splendid morning light bathing her and turning the bronze of her soft hair to fire.

"You see—my canary," she explained. "I was giving him a bath, and he spied your plant in the sunlight, and— Will you close your window, please, and let me coax him back? I'm your new neighbor, Gracioca Clemmens, in Mrs. Martin's back room there." She nodded prettily over her shoulder, down the side of the long apartment.

"Gracioca!" ejaculated Mr. George Charlemagne Tower half to himself as he closed the window. There had never been but one of that name outside the covers of the old green fairy book. That one was a girl he had known in Yale in his freshman year. At that tender age she had been sufficiently older than he to lay siege upon his susceptibilities. Lordy, Lordy, how far away that seemed

now! "She was a Miss Barr," he said reflectively, fingering his watch chain as he looked at the girl coaxing the canary, "and she went West."

"Uh-huh," acquiesced the girl brightly; "that's where she met father." The bird flew to her shoulder, and with one hand she covered it daintily and bent down her coral lips to caress its tiny, fluffy head. "But how ever did you come to know mother? Think I look like her?"

"Very much indeed," said the man gravely, answering the last question. "Only prettier," he added mentally, looking down confusedly on the fine white parting that separated the burnished golden waves of hair.

"She's disturbed my train of thought," he said helplessly after she had disappeared. "So her mother died when she was a baby, and she's all alone in the world, poor child!"

For the next hour George Charlemagne Tower scribbled away idly over his desk—idly, for visions of a goddess with burnished hair got mixed up with everything he wrote. Finally he pressed the electric button. When Mrs. Martin appeared, he explained to her that he'd changed his mind about the canary—rather fancied he liked its singing, after all—so she need not disturb herself about complaining to its owner. She had not already done so, he hoped.

Mrs. Martin's kindly, motherly face beamed. No, she had not. She was deferring that unpleasant mission till evening. Miss Clemmens went out to work every morning. That was she who closed the hall door a half hour ago. And she was afraid it might upset the poor girl for the day's duties, telling her just as she left, etc.

When Mrs. Martin had gone, the bachelor straightened up and laughed, and with the laugh he was transformed. He pushed his pen and ink away, put the paperweight over his unfinished manuscript, strode into the hall and rang for the lift with the swagger of youth. His slightly bent, scholarly walk was discarded. What man could be old with a face like Gracioca's in his heart?

A day or two later when he found that



GRAND OFFICERS OF THE B. OF L. E., PRESIDENT, SECRETARY, AND BOARD OF TRUSTEES INSURANCE DEPARTMENT
 Were in session in Cleveland on April 5, and during the session gathered on the building lot, with brick, the steam shovel, and surrounding buildings as a back-
 ground, and had the picture taken from which the above half-tone was made. Back row, from left to right—E. A. Shipley, 502, M. W. Cadie, Ass't G. C. E., M. H. Shay,
 Sec. Ins., C. H. Salmons, S. G. E., Ash Kennedy, Ass't G. C. E., E. W. Hurley, Ass't G. C. E., F. A. Burgess, Ass't G. C. E. Front row—E. Corrigan, Ass't G. C. E.,
 W. E. Futch, Pres. Ins., C. K. Mitchell, 61, John Welch, 207, W. T. Christy, 581, J. F. Freeman, 372, W. B. Prenter, F. G. E., H. E. Wills, Ass't G. C. E., W. S. Stone, G. C. E.

this embodiment of youth was "Motherly Mamie" of the Young Girls' Embroidery Bazaar and that her duties were to lead the young mind into the mysteries of purling, drop stitch and sentiment he acknowledged that there was some humor in life, after all.

Life was not only humorous; it was gradually becoming luminous as well. Gone were the days when his desk and his books were Mr. Tower's sole companions. In the daytime now he often listened to the song of the canary and lived in thoughts of its owner. In the evenings he was allowed to chat with the girl herself.

Mrs. Martin watched the growing romance with self-effacing interest, and on many a cozy evening spent around the log fire in the library grate she would invent some excuse and absent herself so that the two might be alone.

The bachelor had fingered his glasses nervously when he asked the question of questions, and when in her cool, confident little way the girl had said "No" he urged no further.

"I understand," he said to himself that night as he dropped his head down on the desk, "I am too—too old. Such a fool to dream of it!"

The girl, however, in the privacy of her room, wore a wistful, sad little face. Now and then a tear would fall with a splash.

"He doesn't seem so awfully, awfully old, Blix," she pleaded, going up to the cage where the canary slept with his head tucked unresponsively under his wing. "How could I do without him now? He never guesses how this silly little heart of mine listens for his step in the hall or the sound of his voice, nor how it flutters when it hears them. Is it so very, very dreadful, Blix, to marry a man who thinks he's too old? I wonder if"—Her sentence trailed off indistinguishably as she knelt to say her prayers.

But she didn't wonder long. Mrs. Martin wouldn't let her. And so on the following Sunday she tripped into the library carrying her canary cage. Blix

wasn't feeling very well, and she had promised him a sun bath by the rubber plant.

As Mr. George Charlemagne Tower hung the cage he seemed overflowing happy. Evidently that cool, confident little "No" had been withdrawn for the purpose of amendment—it would have been even safe to guess that a "Yes" had been supplied. Gracioca had nestled herself into a big leather chair near the fire, as if she intended to stay there forever. It was a way she had—one of the many ways her lover had found so ineffably charming. Possibly other girls had them, too. He didn't know.

He stood before her for a second; then, stooping, his two patrician hands framing each side of her oval face, he turned it up to his.

"Think, dear," he said, "you might have come and stopped awhile and gone—just like the dozen and one other occupants of that room back there—if"—

"If it hadn't been for Blix," twinkled she, dimpling divinely.

"Precious little Blix!" ejaculated he, his voice lost somewhere among the coils of the girl's fluffy hair.

And the canary, forgetting he wasn't feeling well, extended his slender body, filled his tiny lungs with air and sang pompously. It was, for all the world, as if he were proud of the mission he had performed.

Thanks to the Weather.

BY JOANNA SINGLE.

Copyrighted, 1907, by E. C. Parcells.)

It was the weather in the first place, thought Edith very drearily as she watched the rain beat against the window. If she and Richard had not been caught in a sudden shower to the utter ruin of her prettiest dress, she would never have been irritable and quarreled with him about nothing at all, and she would not have expected him to take the fault upon himself when she alone—after the weather—was to blame. And now it had rained for nearly a week, and the inaction was driving her wild. She could only think, think and vainly try to overcome her pride and send for him.

For the thousandth time she drew from her dress his last letter and re-read it :

DEAREST: We have been friends and neighbors and sweethearts all our lives and should not let anything come between us. I love you, and if you will just send one word saying you want me I will come at your call and forget the nothing we quarreled about. Should we let anything so childish part us? I look for a word from you. If it does not come, I shall know that you really meant to break our engagement and shall of course not trouble you. But you couldn't have meant it, Edith?

Fraternally yours,

RICHARD COPELAND.

That was all, but she had sent him no word, thinking that in time he would come anyhow, and then she would let him coax her out of her anger. But he had not come, and she could not fail to respect him for refusing to be played with.

So she was very wretched and blamed her own pride and the weather. The rain beat down warmly and intermittently, and all nature expanded and thrived under its moist influence. Edith looked across the fields to the south to Richard's home, which one day was to have been also hers, and saw him out in the rain on his horse, coming from the town a few miles away. How often the two had ridden about the country together! And now it was all over. He would never come back to her—unless she sent for him. Could she do it? It was early in the afternoon, and she might send her little brother over with a note. She hesitated; then she went to her room and sat down to her desk. It would be a relief to write to him, even if she could not bring herself to send it to him.

DEAR RICHARD: Will you come to see me to-night? I was horrid, and I am very sorry. If I had not been wet and cross I should not have thought of caring because you rode to town with Fay. Of course you could not help her overtaking you. She always was forward. Forgive me and come back. You know that—I love you—always.

EDITH.

She sat looking at it. Then her heart misgave her. It had been two long months since they parted, and he might no longer care for her. He might care for Fay. The neighbors had said he had better to see her. The letter was altogether too unguarded. She could not tell him she loved him. So she carelessly

thrust it into her dress with the letter from him.

She tried to busy herself about the house, but somehow she could not work. She was restless and felt as if her mother and sister saw it and would know that she fretted for Richard. She tried to read in her own room, but it seemed like a prison.

Along about 3 o'clock she felt as if the day had been years long. She could bear it no longer. She put on some heavy shoes and an old waterproof riding habit, wound her fair hair closely under a little cap and stood before the glass thinking what a fright she looked and rather rejoicing in the fact. What was the use of being beautiful when Richard no longer loved her?

She slipped out to the barn and saddled Ginger, her little mare, mounted and rode quickly out of the gate and northward, as she did not want to pass Richard's house. Her mother saw her ride off in the storm and wondered if the girl was going crazy, but was too late to call after her. At first Ginger wheeled and refused to believe that she was expected to splash her dainty hoofs through such pools of mud and water, but after a few snorts of protest Edith convinced her with the quirt that this wind and rain were really to be faced, and the little beast settled into a spiteful trot.

Edith rather rejoiced in buffeting the storm. The rain and wind cooled her hot cheeks, and the open air relieved the unbearable tension of her nervousness. For the first time since the trouble with Richard she allowed herself the unrestrained luxury of tears. Here out in the open, with the sting of raindrops in her face, she was free from prying eyes. She did not need to keep up her pride, and she could be as wretched as she really felt. She did not look about her, but rode mile after mile, letting the mare take her own course.

After riding an hour or so she noticed that the storm abated and, looking up, saw that the clouds were less dark. Here and there was a gleam of blue, though the warm wind still blew inter-

mittent drops into her face. She drew her collar closely about her neck and pulled her cap over her eyes and rode on with her own thoughts.

At last an idea came to her. Why not phone to Richard—just call him up and talk to him in the old way about nothing in particular and, if he made it easy for her, ask him to come to see her that evening? Strong in this new resolve, she looked to see where she was and realized that after a long detour they were about a mile below Richard's house, which they must pass. She could not go back, for it was probably near evening. The sun threatened to break through the clouds near the horizon. The rain had entirely ceased. She felt tired, but happier and quiet after the relief of tears.

Then she remembered a way through Richard's fields that they had often taken. She would have to pass a bad slough, but that could not be helped. He must not see her in her present plight. She realized that her face was swollen and her eyes red with weeping and that she was covered with mud. Her hair was flying wildly, though the dampness always made it the curlier. She turned into the pasture after dismounting to open a heavy gate, and as she rode along she removed her cap and, transferring her hairpins to her mouth, let the reins fall on Ginger's neck while she shook out her long hair and prepared to coil it more closely. But Ginger gave a sudden jerk, and in calling "Whoa!" the pins fell from her mouth into the mud and water. Then she laughed long and heartily and gave the wind its will with her hair. No one would see her anyway.

As she neared the slough she felt very warm and unfastened her habit at the throat. Ginger was plunging and snorting through the mud and stopped once with a jerk that almost threw the girl from her saddle. The wind caught at her dress, and before she realized it the two luckless letters were spread out in the mud. It was no laughing matter, for Richard would be sure to find them, and the mud was so deep she could not possibly dismount. She drove Ginger as

close to them as possible and was leaning over, reaching for them so attentively that she did not see Richard till he rode up almost against her.

Her eyes met his, defiantly conscious of her floating hair and her soiled face and above all the telltale letters. She wished her writing was finer—she could see that hateful "I love you" from where she now was! He lifted his hat and was getting down to hand her the letters when she stopped him.

"Richard Copeland, you go right away. Don't touch them. I will get them myself."

"You can't. You'd get stuck in the mud. Let me."

"If you do, I'll—hate you."

"You do anyway, and, besides, I won't look at whatever it is you seem to value so." He coolly dismounted, but she sprang down ahead of him and snatched at them, sinking to her knees in the slush. Ginger started, and Richard called "Whoa!" but gave the poor beast a sly cut with his whip that sent her on a mad gallop for home. He held Colonel by the bridle. Edith faced him.

"Now, Edith," he said, "hate me or not. You will have to get on Colonel and be taken home. Come—dear."

"I'll die here first!" He mounted and, riding close to her, suddenly caught her in his arms and drew her struggling and angry to the saddle in front of him.

"Edith," he said, "I couldn't help seeing the 'I love you' on the letter you were so anxious about. Was it written for me?" Suddenly she felt that she could bear it no longer. She turned her face against his shoulder and cried, while he smoothed back her long hair and held her very close. Her pride was quite gone. She was in tears and a fright generally. She felt that it was positively a miracle that he could still love her. He kissed the only available place, which happened to be her left ear. Then he asked her again about the letter.

"I meant it for you," she owned, "but I couldn't send it, and I was miserable."

He laughed softly and bade her look up, and Colonel somehow understood that he was expected to go very, very slow.

In the Bondage of Meadville.

BY RITA KELLEY.

(Copyright, 1906, by C. H. Sutcliffe.)

"It's no use talking to me," Ellen exclaimed. "My mind is fully made up."

The man rose and, walking over to where the girl sat, stood looking down at her intently. She shifted uncomfortably under his gaze and finally slipped from her chair and fled ignominiously to the window, where, she felt sure, he was too proud to follow her.

"Oh, I know you are shocked!" she cried. "It's plainly a girl's mission in life to marry the first man who thinks he wants her and settle down to dishwashing and wiping the children's noses." She shivered in disgust, ignoring the look of pain that crossed his face. "That is what all the girls in town have done," she continued. "And because I am palled by the very wholesale monotony of it you think me an anomaly, an unwomanly girl, a reprobate. Bah!"

The defiant little rebel against the conventions of Meadville struck terror to the heart of Elton Maxwell, lately chosen president of the Meadville Savings Bank and owner of the fastest trotter on the Meadville county fair race-track. He looked at her helplessly and cleared his throat.

"But we could keep a hired girl, Ellen," he said, and, brightening, "you could drive Fannie G. wherever you liked. You wouldn't be tied down. We'd run up to Chicago often to the theater. You would have a much easier time than any of the girls," he finished proudly.

Ellen looked at him a moment pityingly. How apparent were the limitations of his mind! Then she fired a death-dealing bomb into the enemy's camp.

"I'm going to study art!" she said triumphantly.

"Ellen!" The horror in his voice was genuine. To young Maxwell's mind his sweetheart was as good as lost already.

"No," she said; "I shall be wedded to my art instead. It isn't that I want to do it exactly," she added, in a quick pity. "Maybe some time I'll find that you are the best, Elton, but not now. I

must try. I'm so deathly sick of matrimony by the job lot!"

The amateurish daubs on the four sides of the little parlor appeared frightfully flat and unpromising as she turned from watching Elton walk down the street, the spring gone from his step, his face paler than she had ever seen it. But she must try! A year ago she would have given her two eyes for the love she had so lightly refused today, but that was before she had climbed the hill of knowledge and realized that her only habitation thenceforth must be in the realm of art, not stale old Meadville. She was packed, ready to go the moment the director of the big art school should say the word.

Her father stepped gingerly into the best room.

"A letter, Ellen. Must be from that art school. Have you got your things all packed ready to go? I reckon you'll come back 'bout the biggest picter painter in the country. Won't scarcely know us then, will you?"

The unwonted tenderness in her father's voice and the real misgiving in the last sentence, ill disguised by the short laugh, made her heart suddenly contract. How good everyone was to her! Even her father and mother were ready to sacrifice painfully, even to the point of placing her on a plane where she would be ashamed to recognize them as her humble Meadville parents if thereby she would be rendered happy.

She clung to her father in an unaccustomed, wholly demonstrative fashion that embarrassed him.

"There, there!" he said, patting her hair awkwardly. "Read your letter. Mebbe they don't want you to come so soon. I must go wash for supper."

It was true—they didn't want her to come so soon. In fact, they didn't want her to come at all. The director unkindly said satirical things about her cows—a study from nature—and suggested housework as a sure means of gaining renown.

It was a horrible shock. She did not cry; she was too stunned and humiliated for that; she had only enough reason left to wonder doubly how she could tell

her parents that their sweet confidence had been misplaced—that their child always was and always would be a nobody.

The stuffy little parlor, the hateful daubs had grown intolerable. Pulling a shawl from its hook in the narrow hall, she fled from the house and up the narrow street redolent of beefsteak, coffee and hot cakes—Meadville's favorite supper. Everyone left the blinds up in Meadville, and there was a panorama of warm interiors, romping children, contented husbands and active, happy wives. Ellen, hurrying along in the chill gloom, felt like a pariah and passed quickly out of the din of dishwashing on to the country road.

She was brought at last to a realization of her whereabouts by a startled cry and jumped back barely in time to escape a horse's hoofs that just grazed her sleeve as the horse was pulled back on its haunches. The starlight was sufficient to indicate her close call. She uttered a belated but frightened shriek.

"By George!" exclaimed the man somewhere back of the horse. "What are you doing out here? Are you drunk?"

"Say, are you hurt?" he continued in alarm, as there was no reply. He sprang to the ground, groped his way forward and plucked at her sleeve.

"Ellen!"

She began to sob. She couldn't help it. There had been too many shocks in Meadville that day.

It did not take Elton long to get her into the runabout and start up the erstwhile spurned Fannie G. Ellen continued to be so distressed that Elton, ignoring the fact that she had just refused him, slipped his arm around her and was not repulsed. Unfortunately, so it seemed, his extreme kindness and lack of curiosity about her plight served only to increase her discomfiture until, as he helped her to alight from the vehicle at her gate, she caught him close about the neck and told the whole miserable story.

"How can I tell father and mother?" she cried.

"Leave that to me," he whispered jubilantly, "and cheer up."

The old people jumped to their feet as

the door flew open; and a look of intense relief crossed their faces at the sight of Ellen and Elton.

"Oh, we didn't know what had become of you the last night you were here," said her mother a little reproachfully, but she smiled indulgently at Elton, and he smiled back.

"And whom should she be with?" he cried. "But I have good news for you. She isn't going away. She's promised to become a Meadville matron."

If Ellen had had fears, they were immediately dissipated by the warmth of her mother's embrace and the happy ejaculation of her father as he grasped Elton's hand. It dawned upon her at the instant that they were happier to know she was to marry the most promising young man in Meadville than they would be if she could surpass all the artists in history, and suddenly it appeared to her that she was the happiest of all and that Meadville—poor, cramped, despised Meadville—was a garden of Eden.

Ed, the Machinist.

BY REV. CHARLES STELZLE.

He had no particular talent. He was just an ordinary machinist. But Ed Douglas was more highly respected by the 2,000 men in the shop than any other chap in the place. His was one of the names that were familiar to pretty nearly every fellow working in that big plant. Ed was not popular with the men because he set out to make himself popular by always agreeing with his shopmates. Indeed, he frequently went full tilt against their opinions, and, principally, against their actions. Often I have seen him approach the fellow who had just ripped out a string of oaths and rebuke him, although never with a suggestion of pharisaical supremacy. He was simply trying to show the blasphemer that it would pay him to cut out his foolish swearing.

He did not belong to any of the fraternal organizations, but I have known him to spend many a night with a sick shopmate. Frequently he left in the home part of the not overabundant cash in his pocket, but, better than that, he left a

smile on the face of the tired, discouraged nurse-wife—the children wished that he might come again, and the sick man felt the cheer of his presence.

He was an arbitrator in personal disputes in the shop, and the boys never repudiated his decisions. Not infrequently he dared approach the boss in behalf of a supposedly wronged fellow workman. The boys admired his disinterested nerve. Somehow, he seemed to know when the rest of us had met with adversity, or even the smaller discouragements which made life seem hard. Always was there a strong, cheerful word which usually braced up the fellow who thought that the whole world had gone wrong. The apprentices were particularly fond of him, because he appeared to have a lively interest in their affairs. Never did he seem to hand out wisdom in large chunks, with an air of patronage or paternalism. Never was there a suspicion of cant. Ed was just a sane, healthy-minded, strong-hearted Christian workingman, who felt that there was a place for Christian living outside of the church building and away from the Sunday services.

May his kind increase. We need them. The sympathetic touch of a shopmate counts for more than most of us imagine. Every morning brings its weight of woe, and every evening its burden. No matter what the cause, the need is ever the same, and relief is usually found in the simple, manly message of love and sympathy manifested in the life of the fellow who works by our side. At least it will help, for it is doing just what the Great Carpenter did and what He would continue to do were He upon earth. That's what made Douglas, the machinist, a bigger factor in the lives of those 2,000 workmen than any other single individual. It paid him, too. Anyway, you'd think so, if you could see his face while he worked—worked for men and for God—just as a machinist.

The Gulf Stream.

The Gulf Stream, which, if not the most extensive, is at least the best

known of all currents, has justly been styled the most beautiful oceanic river in existence. Its cause has always puzzled philosophers. After passing round the Gulf of Mexico it rushes out into the Atlantic with very considerable force between Florida and the West India Islands. On entering Florida Strait from the Gulf of Mexico its rate is from 60 to 100 miles per day, and on leaving the "Narrows" from 70 to 120 miles. When the extension of the Gulf Stream drift passes between the British Islands and Iceland it moves only with an average rate of five miles a day—a rate which would occupy upwards of three months to carry its waters from the southwestern extremity of England to the north of Scotland. In its earlier stages the stream is known by its clear blue waters and accompanying fair weather. On passing Cape Hatteras it increases in width and when skirting the southern edge of the Grand Banks of Newfoundland, it proceeds with diminished velocity and temperature. In the vicinity of Halifax and Newfoundland, it meets the waters of the cool Arctic current, which is setting to the southward, and these waters run side by side without mixing, the line of separation sometimes being so sharp that a difference of temperature amounting to 30 degrees Fahrenheit has been observed within the distance of a few ships' lengths.—*Philadelphia Inquirer*.

Last of the Pascagoulas.

An Indian legend of the Pascagoulas is told by the fishermen and oystermen down on the shores of the Gulf of Mexico.

A point reaches out into the gulf near the mouth of the Pascagoula river. The pine-trees on it come almost to the water's edge, and between lies a strip of white sand; across a marsh, a border of light green swaying and rustling grasses and beyond a gray cypress swamp, the hanging moss of the trees swaying in the wind. To the south the blue waters of the Gulf stretch away, with little waves lapping on the chalk-white clam shells of the shore.

There in the evening during the short twilight one hears soft music, as if it were the notes of a violin, insistent, changing, sweet. It is the song of the Pascagoulas.

Long years before the Pascagoula Indians had lived upon this point. The white men, the Spaniards, came in numbers, and with them the hostile warriors of other tribes, to make war and to drive the Pascagoulas out of the country. Coming from the inland, the enemy took away all chance of flight and hedged them in on the point. The Pascagoulas fought for days and nights in the dark pine woods against outnumbering foes. Then they saw that all was useless, that they could not overcome, and starvation stared them in the face.

The Pascagoulas called a council of the tribe and talked long together. To give themselves up meant lives of slavery or death, and to fight to the last man was to leave the women and children to the mercy of the white men and their allies.

The next morning the Pascagoulas put on all their paint and trappings and burned their wigwams. The men, women and children slowly, deliberately, unflinchingly backed step by step into the water behind them, singing. Not one faltered. They died with their faces toward their enemies, brave and free, and now in the evening when the wind blows over the marshes the pines and grasses sing the song of the Pascagoulas. — *New York Post*.

OLE OLESON JOINS THE MASONS.

Senes ay rate you last letter ay ben having plenty to do. Ay put en eplation ved Mason fallers yust after ay rate you letter und ay ben lected by beg majority. Ay tank der mus bay planty Swensk fallers in dare, for ay go en ved beg yump. Vel, ven ay ben lected ay vas frade of scare. Ay ben frade ay voodent ben lected. Den, ven ay vas lected, ay vas more frade, und ven ay go by Tempel to tak degre, by Yumping yimeny, ay tank ay skol di. Und best yoke of hole bisness vas: Faller mak mistake und put me en class for Royal Arts, und ay got half et

before dey fand et oud. Dan dey make skuse und tak me oud und ay ben hal glad of et, for ay ben bout half ded. Vel, den da gev me ferst degre. Ay lake dot porty gude. Ay swet gude deal und ben nervus, but ay got tro all rate, but ay vear my apron hum—ay forgot to tak et of—und my vooman laf at me und tal me ay ben fool. Vel, ay feel litta foolish maself. Den ay tak second, und now ay got konfidance in maself, but faller tal me, look oudt for naxt von, but he kant skare ma. He bad ma box segars ay vood bak down. You bad ay tok hem oop und ay ben looken for bads like dot. You bad Corbet or Yohn Sulvan couldn't mak me bak down now ay got started. Ma vooman ben hot to tak ma yoin und he yoin Salvasion Arme to ged even ved ma. He holer und shout und rase hal on street every nite. He vear oud 2 pair shoe already und now he gad sore throat, but he ben eatin Paris-Murton Koff Drop und vil soon be vel agin. Ay kant do any ting vid hem. Yim McTosh try to smood hem over. He lak Yim planty moch, but ay don't kno, ay tank ay tal Yim to stay away from dare.

Ef ay hav gud luk, ay tank ay vil ben Nite Tamplar fallar und go to Boston ved you fallers next Orgust. Next time ay see you ay vil give you sine. You bad ay am en ot.

Yours fraternally, OLE OLESON.

Why Joyner Left Home.

"Are you ready to receive the obligations?" asked the most upright supreme hocus-pocus of the Order of Hoot Owls.

"I am," said the candidate, firmly.

"Then take a sip of this prussic acid, place your right hand in this pot of boiling lead, rest your left hand upon this revolving buzz-saw, close your eyes and repeat after me—"

Early next morning shreds of Joyner's clothing were found upon the bushes and trees all along the road to Pottsville, 30 miles distant, and at Scrabbletown, 69 miles away, he was reported still headed west. — *Judge*.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

The First of May.

'Tis the glorious month of May,
Which has dawned so fair today;
I have waited for it long,
And I'm greeting it with song.
For my ship is near the shore,
And I hear the surges roar,
As they roll along her side,
In the swiftly moving tide.

A few friends are gathered round,
Full of friendship most profound,
Not like some of fawning men,
But like Brothers true they're seen;
And "bon voyage" now they cry
With a moisture in each eye,
And the hearty hand-shakes tell,
It is time to say, "Farewell."

Now the gang-plank comes ashore,
And a final shake once more,
And a clamber o'er the rail,
Then to mid-stream out we sail,
Now New York, the nation's pride,
We are passing with the tide,
Off to foreign lands we roam,
Far away from friends at home.

Through the Narrows now are we
Heading for the open sea,
Off by Rockaway we steer,
Sandy Hook is drawing near,
And, Great God above be praised!
I with wonder am amazed,
At the speed with which we run,
As astern sinks the sun.

Off beyond the sky-line east,
There's a rousing English feast,
To be given when we land,
And on English soil we stand.
And when Carter's flowery tongue
Scatters joy our friends among,
I've some verses too will please
Our dear Brothers o'er the seas.

They are fighting against wrong.
And the struggle wages long;
But the courage never fails
Of the men on British rails.
They get small starvation pay,
Tolling for it night and day;
Oh, but soon they'll conquer Might,
And we'll pray they'll win the fight.

Pilot, now we've crossed the bar,
Without either shock or mar;
And the sun goes down to rest
Mid the splendors of the West,
And you'll also leave us soon,
For the night breeze starts to croon.
Take my verses to the shore,
We require you here no more,

SEANDY MAGUIRE.

Pension for Old and Disabled.

MEADVILLE, PA., May 1, 1909.

EDITOR JOURNAL: I would like to say a few words about a pension for the old and disabled Brothers. When I left the Memphis Convention I was sure that some plan would be adopted at the Columbus Convention and be in force long before this. Now, as it is one year before the next convention I hope the Brothers will give the matter thorough consideration and have their delegates instructed for a pension for all aged and disabled Brothers. Of course, we cannot expect something for nothing, but I do believe we can have a good deal if we go at it in the right spirit.

You, Brothers, think back to the time when the insurance was first adopted. Then the Brothers had to pay a great deal and receive a very little. Now you can see what it has grown to in 40 years, viz., we are paying very little, and those left behind us are receiving a great deal; or if a Brother is bereft of an eye, hand or foot, he is receiving a great deal for what he has paid in, and I think that we can have a pension that will grow along in the same lines if we start right; and in two years' time we can have a pension that will be the same as an insurance—the finest in the world.

First, I would recommend that we do away with the indigent fund and call it a pension fund; then we will have what is called the Locomotive Engineers' Pension Fund.

Now, Brothers, if you will look in the

April JOURNAL you will notice in the insurance that there were seven Brothers that lost one eye, and one lost one foot, and one that lost one hand, for which the Association paid for these nine claims \$21,000.

Now, in the Insurance Association we have 57,000 members. Think what it cost each one of this number of members to pay the claims of those nine disabled Brothers, and then think what the amount will be if we will go down in our pockets and give 1 or even 2 per cent of our earnings to establish a pension fund.

Brothers, I would like to hear from you in regard to a pension, and I hope that when the convention closes at Detroit it will be said that the Brotherhood of Locomotive Engineers has established a pension fund.

Yours fraternally,

W. E. NICHOLS, C. E. Div. 43.

What the 16-Hour Law Has Done.

SILSBEE, TEX., April 11, 1909.

EDITOR JOURNAL: I have been reading almost everything that comes out in our grand old JOURNAL relative to the 16-hour law and notice that some of our Brothers are not in favor of it, while others are. I think it is a great law and the only way it could be made better would be to cut it to 12 instead of 16 hours.

I remember when it took us from 20 to 30 hours to make the trip one way over a 152-mile division on freight, and it took from 11 to 12 engines to do the work, while now since the 16-hour law went into effect we make it in from 9 to 12 hours and 6 or 7 engines do the work.

It is very true we made big money, but what good is money to a man who is broken down on account of overwork and eating cold meals and sleeping with his boots on. I would like to know what kind of a life a man would enjoy or his family would enjoy who goes through such as this. Even a section hand could make good money if he worked 20 hours out of every 24.

Our Brother says through the JOURNAL, "Let the men decide for themselves how much rest they need." Now, this would be all right and I would be in favor of it, but that is just where the trouble first started. My Brother, you never could get an agreement with any train-master or superintendent that would let the men decide for themselves how much rest they should have, and even if they would some men would go for the sake of the money and your rule would be at an end.

I say three cheers for the man who first agitated the 16-hour law.

Yours fraternally,

P. A. SHORT, Div. 636.

Satisfactory Condition of Subdivision 499.

WHITEFISH, MONT., March 20, 1909.

EDITOR JOURNAL: Division 499 is still in existence, and we are doing our regular drill, but we are hemmed in a valley between two mountain ranges, so our doings are silent from the outer world.

We have a pretty good place to work because business is nearly uniform the year round, and fluctuation of business which brings discontentment does not worry us.

The climate is good, considering the latitude. Our officials are A number one, and the enginemen proved their appreciation last January, when for ten days they continuously fought the icy winds and blinding snowstorms to keep the road open for traffic over the Rockies.

Our master mechanic, Mr. J. Delany, certainly has the men's interests at heart, for now and then he has classes in machinery and instructs the men on points they are not familiar with, so as to keep us up to date in our occupation. If a stranger would come into the round-house and see our master mechanic talking to a crowd of engineers I don't believe he could pick out which one of them was the master mechanic.

Such things go to show that an official has the men's interests at heart, and the men naturally show their appreciation by the service they return.

We have grievances at times, but they

never have been of a serious nature, and nearly always have been settled satisfactorily to all concerned here at home.

I see we are having considerable discussion here of late in regard to the 16-hour law. The men in general out here think it is one of the best laws that has been passed in recent years in reference to a railroad man; but any law, no matter how good it is, there are times when it does inconvenience us to some extent, but I believe, taking the 16-hour law in nearly every case, it is the best law for the safety of life and property.

The first thought may not convey this idea to you, but stop and think—the long hours of service we used to have to contend with, and doubling out of terminals to please the officials, and the trials we have had in trying to keep awake. I know from past experience that many times the only man awake on the train was the fireman, and he often was dozing himself over the deck. Any man can judge for himself after he has been on duty from 20 to 40 hours he is not in fit condition and cannot do justice to himself or to his employer, and he is robbing himself of health and home, and at the same time is running a great chance of overlooking a rule or order which may not only prove fatal to himself but to innocent people.

This law has bettered our condition and our jobs because it has resulted in getting the trains over the road in less hours, thereby lessening the hours of labor, and in most cases we are making miles where we used to make hours, and feel a whole lot safer.

Fraternally yours,

PETER GUTENSOHN, F. A. E. Div. 499.

The 16-Hour Law.

CHEYENNE, WYO., April 5, 1909.

EDITOR JOURNAL: There is much being said both pro and con in regard to the 16-hour law through the JOURNAL and other periodicals by those who feel from one cause or another that the law is either an infringement upon personal rights or an advancement and promotion

of humane conditions—opinions based upon the surrounding conditions or the manner in which the law is appreciated by the employer, all of which seemingly have had much to do with the working of the 16-hour law; and it is an indisputable fact that there was and may be yet a disposition on the part of the managements to enforce the law to the greatest possible detriment of the employee; and after some considerable inconvenience was experienced on the part of both employer and employee a conference was called and the point thoroughly gone over and a condition effected under the 16-hour law which is more satisfactory than ever before, and I am of the opinion that there is no condition that cannot be made to harmonize with the law and prove a perfect success and satisfactory to all concerned.

It is true that the conditions and circumstances throughout the country are not the same, and it is also true that there is only one condition under which the evils can be eradicated, and that is a disposition on the part of both parties to conform to the 16-hour limit on duty. Most runs can be changed without detriment to the company or the service, and to the benefit of the operators.

I am convinced that the 16-hour law is a good law and ought to exist and be lived up to in a consistent manner. It is a fact that in different localities while the enginemen were losing out most every other trip, the train crews were not, and were making good mileage, and the engine crews were making little better than half time; but now at these same points this trouble has been overcome for the engine crews in the same way in which it was for the train crews, which was by placing one, two, or three emergency engines at the division point for the two divisions and only used by extra crews when the regularly assigned men's and engines' rest was not up, and the same with the train crews—by keeping an emergency caboose; and by such an arrangement you are privileged to enjoy your eight hours' rest and hold your engine and be at home with your family, and not be first out every time

you get in, which alone is enough to encourage the existence of such a law.

Let us have more laws like the 16-hour law.

Yours fraternally,
U. G. APPLEGATE, Div. 115.

Make the Law 8 Hours.

POND DU LAC, WIS., May 10, 1909.

EDITOR JOURNAL: A great deal has been said pro and con regarding the 16-hour rest law. I wish to say that I wish it had been passed 25 years ago and made 9 hours like the telegraph operators. It is possible with such a law, that we might get paid for what we earn. As it is we are craving for a fair month's pay in order to support our families decently and we get it, but we do two or three men's work for it.

So it is in all lines of train service; but where is the man in any kind of service with the responsibility of the engineer working for like salary? If he makes the slightest mistake it causes a fatality with himself in the foremost danger, not like a towerman, not like a flagman, an operator, or like a dispatcher, all these are to one side if something goes wrong, but the engineer is at the bottom, and 99 chances the fireman and his would-be successor are no more, or so seriously injured that there is no chance of entire recovery.

We are working long hours night and day, as well as Sundays and holidays, without extra compensation. No skilled laborer would think of doing such a thing and none have the hazardous avocation that we have. Yet we do it in order to get big money, but we spend it all. Our expenses are high, insurance is high, expense increased owing to the fact that we are long hours on duty and away from home.

Notwithstanding all this, when we get to be 40 or 45 years old we are turned down if we are looking for a position, on the claim that we are too old. We have to pass a medical examination on eyesight and hearing, and physically be A No. 1 or we cannot enter the service in the first place.

I tell you, Brothers, we must turn our

attention to getting paid for what we do and not to working more hours. We work too many hours or run too many miles. One hundred miles on any run ought to be the limit. The strain on a fast run of 100 miles on the nerves of the engineer is enough; during that distance he would hardly dare to turn his head around, if he did during the time he would be liable to meet with disaster. Railroad companies could not afford to have a man that did. The public would hesitate to place their lives in the hands or keeping of a man who would. Yet, with all these facts before us, we work and get prematurely old, and you are well aware of the fact, and at the end of that time we have nothing to fall back on because we did not get paid for what we did, and here I wish to say that the 16-hour law is a godsend, but cut it in two and make it 8 instead, and get paid for what we do, which will naturally follow if we proceed with patience.

Fraternally yours,
J. F. FREENOR.

Reminiscences of the Past With a Lesson.

OONTO, WIS., April 20, 1909.

EDITOR JOURNAL: I am giving you some reminiscences of old times on the rail, as I have been laid off and not able to work for almost a year, caused by a wreck I had at Kiel, Wis., April 30, 1906, where I took a run at the hind end of a freight train on the side track with an open switch behind it. I was running about 60 miles an hour when I saw the switch around a curve and held them all I could, but hit the caboose about 45 miles per hour, hurting my back and spine so that my walking beams won't track right any more, and it seems doubtful if they ever will again; and while sitting around the house I got into a reminiscent mood and got to thinking of the old days on the T. P. & W. in Central Illinois in the '70s ('77 or '78 I think it was). I was on the east division from Peoria to state line and I was called to go out on an extra. We pulled down to the depot and got orders to run to El Paso wild, and got there in

due time and got orders to turn around, leave our train for the East there and pick up all the loads to be found on line and return to Peoria wild. We did so and got started back, switching at all side-tracks between El Paso and Washington and arrived at Washington about 10 p. m.; then we got busy, and after pulling all the cars in the yard we got out 10 more loads, making a total of 26 loads of grain and our caboose, mostly all Union and Empire line cars, with end brakes. By this time it was about 11:05 p. m. The through freight for the



BRO. H. HAMOOK, DIV. 297.

East was due to leave Peoria at 11 p. m., and was due at Farmdale at 11:25, if I remember right. Farmdale was 6.2 miles from Washington, I think. Now is where our fun commenced. When we got coupled up my conductor, Frank Farmer, gave me the high-ball. I simply answered it with one toot of the whistle. He came running over ahead and said, "Why, you can make it. You have still 17 minutes." I answered and said, "Sure thing, but can I stop?"

"Oh, yes," he says, "we can hold you."

I says, "Well, I don't feel right to-night and I won't go down the hill against that train."

The grade was about 75 to 80 feet to the mile, and I pretty nearly knew what it was to hold a train down there with the old hand brakes. We did not have all the latest improvements in those days. He made the atmosphere quite blue for a while, and finished by telling me I could stay there all night and be d—d, and we would have to saw by train 14 when she came. I looked pleasant and said, "Allee light," and he left me and went back behind.

Train 14 came up the hill promptly on time. We sawed by and then put extra cars back on side track and started for Peoria.

Say, were you ever on a runaway train in your life? No? Well, I was; and while I would never admit I had a yellow streak in my make-up, still, I will admit that I was pretty close to a bad scare that night. Our track while it was pretty fair, was not what we have nowadays, and there were sharp reverse curves all the way down to Farmdale. I did not give them a very hard start, but pitched them over the top of the hill at a moderate gait, but we soon were on the toboggan slide. The farther we went the faster we went, and I made up my mind they were trying to give me an object-lesson. I guess they did, for about two miles from the station we were going at least a mile a minute, and I gave them one little toot for "on brakes," not that I wanted to crawfish, as I could stand to ride as fast as they could; but, as the station was a junction point, I wanted to notify them it would be a good idea to stop there, and all the crew got busy, including the fireman and myself, on the tender brake with the coal hammer handle; and on the last curve above the station I saw them all bunched together and every brakeset, and still no let-up on the speed.

The fireman said, "My God! What will we do, Hank?"

I said, "Watch the semaphore, and if she is white, all right; and if red, look out for breakers ahead."

We swung the last curve and the semaphore was white, and there was certainly a big load taken off my mind when I saw that white light. We went by that station at least 40 miles an hour and came to a stop about two miles farther down the track.

When we stopped I put my feet up on the throttle and waited for further developments. Mr. Conductor soon came crawling down over the coal pile, and I said, "Well, don't you wish I had come down the hill on short time now?"

He threw up both hands and said, "My God! don't say a word. We were all roasting you back at Washington, but we are blessing you now, Handy; and if it weren't for you we would all be dead now."

Then I pulled out and got into Peoria all O. K. Nothing was ever said about it, as no one knew it but the train crew and, as we were not supposed to exceed 15 miles per hour in those days, "mum" was the word.

I joined Div. 92, Peoria, Ill., in September, 1873, and transferred to Div. 297 in 1885; and there are many things to remember in these 35 years, but the above was the most impressive.

Fraternally yours,
HANDY ANDY.

16-Hour Law.

BOWLING GREEN, KY., April 12, 1909.

EDITOR JOURNAL: The discussion of the 16-hour law seems to be the most popular theme among the members of the B. of L. E. just now, and most certainly the one of greatest importance, and I venture a few remarks on the subject.

Now, we all know by experience that the hours of duty on railroads, by the very nature of things, are the hardest to regulate; but it does not follow that a reasonable limit cannot be fixed for them. Likewise is it impossible to enact a law to cover the hours of service on railroads that will suit every condition which is subjected to it, and leave a latitude in which we can make big wages all the time; but isn't it more satisfactory to feel that we have this great

power of protection at a slight sacrifice, rather than the old way when you refuse to respond to a call, whether for the need of rest or what not, have handed you a "sacrifice" much harder to endure than the temporary ones occasioned by the law?

It, like other laws, while plain and simple enough, is amenable to many interpretations and capable of as many results according to the different constructions placed upon it, but I believe its enactment has done what was intended, eliminated some very bad customs indulged in by the companies, and aided by many of the employees, and should be accorded a most cordial welcome; and I believe it will be by all who have had experiences like many that I have had, and many others of whom I know. For instance, to be met at your engine by a caller on reaching your home terminal after a 24 or 30-hour trip of the hardest labor imaginable, with the statement, "Hurry up, they want you to go right back." I have known some to respond and "go right back;" but every human being knows they were neither physically nor mentally fit for duty, but the only dodge by which you could escape and hold your job was to "kick" for rest—8 measly hours to rest, after two or three days and nights of starvation and ten thousand other aggravations and hard labor—and in so doing incur the enmity of some minor official who would never cease to remember that you "lay down on him" at a critical time. I consider it a step in the right direction, and feel that it should have all the encouragement that we can give it, living in strict obedience to it and seeing that it is not violated by others to our detriment.

We of the L. & N. are composed of all sorts, and among us are to be found both friends and enemies of the law, the distinction in some cases being based on personal experiences resulting from its application to them.

Then we have the official authority to respect as we have always had, and some of them place such construction upon the law as will best suit a certain

case and which in your opinion to obey would be violating the law to refuse; in subordination thus in the midst of your confidence of being supported by a great National Government law you are foiled by the powers of a single man. We know of cases where a hot bearing back on the train was used as an excuse (unavoidable accident) to work crews far in excess of the limit. Some have found justification in applying what they term "a new period" which works thus: When the expiration of an original 24 hours and a 16-hour shift expire simultaneously, you continue hard labor right along without interruption.

We do not need to clamor for the law now, for we have it. What we want is its enforcement. Let us see too that it is applied as intended by the lawmakers.

Faternally yours,

"FOR THE LAW."

Subdivision 770, Young, But Doing-Well.

HIGH SPRINGS, FLA., May 4, 1909.

EDITOR JOURNAL: Subdivision 770 was organized Dec. 31, 1908, and as I scarcely ever see anything from Florida, decided I would try once and let the Brothers in other parts know there are a few of us here where trouble is plentiful and conditions not as good as they might be.

We were organized with thirty-three charter members, have since initiated four and received transfers which brings the total up to about forty-six. Our financial condition at the end of the first quarter was good for a new Division, but some of our members do not seem to realize that they will be the only ones to lose by their tardiness or carelessness in paying their dues and insurance promptly; but I hope the few who do this will sit up and take notice before it is too late for some of them.

I would like to call all members' attention to the article in the May JOURNAL by "Member of Div. 78." I think that is a good letter on an ever-present subject.

We meet every Sunday morning at 9 a. m., so that all the Brothers not on branch runs will be able to attend at least one meeting each month, and for

the number of men in on meeting days our attendance has so far been about all that could be expected, but it could be improved a little, as I have heard some very lame excuses given.

When we were first organized we were a rusty crowd, as there was not a man who had been running into a town where a Division was located. There is a little rust yet but it is gradually coming out.

Our Guide says his specialty is visiting Brothers; so if any of you are ever in the Land of Flowers near High Springs, give Subdivision 770 a call and tell us how you manage to get good results, and if the opportunity presents itself we will make an effort to do the same.

I would also like to see some of our Grand Officers pay us a visit and instruct and give the advice so badly needed at times.

In conclusion would say to the Brothers who are arguing over it, "Three cheers for the 16-hour law! and if changed, may it be less hours."

Faternally yours,

A MEMBER OF DIV. 770.

Revise Your Schedule to Fit 16 Hours.

MIDDLETOWN, N. Y., April 8, 1909.

EDITOR JOURNAL: I have been running an engine for the past 15 years and have been in all kinds of service in the capacity of locomotive engineer, and I want to say the 16-hour law is O. K. The trouble with the Brothers who do not relish it is their train schedule is not as it should be to fit the 16-hour law, without compelling a lay-over, and my advice to all such Brothers is that they had better get busy and figure out a schedule and get it signed by all concerned so they will not be tied up five or ten miles from home for rest, and under which they will not be detained from home for more than 36 hours to make their round trip; and arrange so they will not be required to run over three or four divisions.

Let the company own the engines where and when they please, but pay wages enough so that an engineer will be able to make a decent living within the

16-hour law, and be able to save a little for old age without living night and day on an old leaky engine with enough cars tied behind for two good engines to haul. It is out of harmony with the late age limit fixing the average engineer's life from now on at 55 years old, as required of the men on the road we have to run over, and that the engineers must be able to read their time-table without glasses. One has just been turned down for that cause and not allowed to run any more; but this same man can go out and shoot partridges on the wing and is considered a good shot.

So I say to all engineers, revise your schedules and keep up with the times. The 16-hour law is all right if we all try to make it so, and when the schedules are made to decently fit 16 hours there will be little to complain of.

Yours fraternally, A KICKER.

Discipline.

The word "discipline" is derived from the Latin word *disco*, and means "to learn," "to correct," "to educate," "to chastise," as punishment intended to correct, as a disciplinary measure.

Upon discipline all law, government and society depends: therefore, the fact is apparent, that someone must be clothed with authority and power to administer it, though it has been said, and wisely too, that no man is fitted to govern others until he has learned to govern himself.

Power is absolutely necessary for the enforcement of discipline, but because there is power it does not signify that there is also discipline. Discipline is a necessity, as a regulator of society; so that those who break its rules may be taught the necessity of obeying them.

As to the enforcement of discipline and its practical application, there are many different views advanced by the foremost thinkers of the day.

It would seem that all discipline is intended to be educational, though it might carry with it a severe punishment, which is sometimes necessary in order to cause the recipient of discipline to learn the lesson which it is intended he should learn.

A great deal depends upon the personality of the recipient of discipline as to the most effective manner of applying it, also as to the justice of its application.

The loyal, conscientious man, who, having made a mistake, admits it, and promises that he will try and avoid making the same mistake in the future, does not deserve and should not receive the same discipline as the other man who wilfully or carelessly commits the same offense, and tries to escape discipline by subterfuge.

That fundamental principle of government which holds that all men are equal under the law, and are innocent until proven guilty, must govern all just discipline, because those who govern do so by consent of the governed.

The downfall of many disciplinarians can be traced directly to the fact that they ignored this principle as involved in the rights of the governed. If the person selected to enforce discipline assumes authority which is not conferred upon him by right of his office, the fact will soon be recognized, and the effectiveness of his discipline will be reduced accordingly.

It is generally assumed that the majority should control the minority; but this theory cannot be carried out in the administration of discipline, because the majority of those affected by the enforcement of discipline cannot be consulted in each individual case, and are, therefore, ignorant of the fact which must be considered and which must govern the application of all discipline. It, therefore, devolves upon the personal ability, the integrity and the clearness of perception of the person empowered to enforce it, for its just application.

The right of appeal is a strong factor in securing the just and impartial application of discipline. The subordinate officer, through ambition to advance himself, is thereby restrained and kept within the bounds of justice and conservatism. Whereas, if the right of appeal were not allowed, the officer is apt to assume an arrogant, imperious demeanor, which in itself breeds discontent and ultimate rupture.

The official should render that discipline which, if he and the other fellow

were to change places, he would still believe to be right. That kind of discipline will seldom ever fail of good results, while unjust discipline only serves to irritate, and create a spirit of antagonism.

Due respect and consideration is due to those in authority. Each individual should do his part to uphold the dignity of the office, and at all times show himself amenable to its authority.

Co-operation : This word means "unity of purpose," to act jointly with others to produce a desired result. Now, the result which it is desired to obtain by and through discipline is a condition, a condition of mind, a purpose which shall be the keynote of all our actions, to the end of the establishing of a condition wherein each of us will co-operate with the other in giving to our employers what is justly due to them, and the employers giving the employee what is justly due to him. That is the condition which true co-operation will establish, and which cannot be established in any other way.

Every employee owes a duty to his employer, and it should be his aim and ambition to do his duty; to shirk that duty is robbing his employer of what is justly due him.

The superintendent, the trainmaster, the road foreman of engines, are all employees, just as well as the engineer, fireman, the conductor or anyone else, and owe to their employers just the same sense of loyalty and duty. Therefore, the condition which they desire to bring about by discipline is just the same as that which we should help to establish by doing our duty.

If each one of us would be true to ourselves we must also be true to our fellowmen. In this truth alone lies the solution of discipline. That to realize the condition of fairness and justice which should exist between the employer and employee they must co-operate; working together for the same purpose and to the same end.

When this condition is realized, the necessity for discipline as a corrective measure will only be necessary in extreme cases.

So that it would seem that "co-opera-

tion" is the only neutral ground upon which capital and labor can or will meet, and the result of that meeting be mutually satisfactory.

C. F. LOCKHART, Div. 745.

Attended the San Antonio Union Meeting.

ALBANY, N. Y., April 18, 1909.

EDITOR JOURNAL: I had the pleasure of attending a union meeting in San Antonio, March 29, 30 and 31, a very pleasant and harmonious gathering of Brothers and Sisters from the North, South, East, West, Canada and Mexico. After the meeting a party formed of 37 Brothers and their wives, sons, and daughters, a total of 57, desired to visit the City of Mexico, the Egypt of this hemisphere. We chartered two tourist cars and went. While seeing the sights I made some notes for my own edification, and a large majority of our party asked me to write to the JOURNAL, and here it is, with a list of the names of the Brothers, their wives, sons and daughters, road employed, and Subdivision number:

Mrs. W. R. Brannon, G. I. A. Div. 25; Pennsylvania R. R.—S. Howe and wife, C. E. Spencer, Div. 83; R. Eagn and wife, Div. 53; G. T. & W. R. R.—M. L. Collard, Div. 46; H. C. Case, E. Fitzgibbons, Div. 145; N. Y. C. Lines—C. A. Duncan, Div. 49; St. Louis Terminal—W. H. Shepard, Div. 61; B. & M.—W. H. Lavinberg, J. Smeck, W. Hackman and wife, Div. 71; P. & R. Ry.—M. C. Wicker, W. S. Zimmerman and two sons, C. Schlegel and wife, Div. 96; J. E. Fitzgerald, wife and daughter, Div. 249, R. Hensley and wife, Div. 125; W. H. Murry, D. Nee, Div. 404; J. P. Sheffield and wife, Div. 96; E. A. Little, Div. 565; C. & N. W. R. R.—E. Doyle and two sons, Div. 143; C., C. & I. R. R.—R. M. Clark and wife, T. Pratt and wife, P. J. Schrier, H. H. Wolstoncroft, Div. 148; P. & L. E. R. R.—F. H. Kreger and wife, Div. 174; J. W. Jennings, Div. 517, H. C. Walker and two sons, Div. 475; M., K. & T.—J. C. Harris, wife and daughter, Div. 197; Mrs. J. Mains, G. I. A. Div. 297; C. P. Ry.—C. M. Bruin, wife and two daughters, O. P.

Anglo, Div. 317; S. O. V. R. R.—G. E. Whiting and wife, Div. 366; W. G. Flew, Div. 500; S. P. R. R.—J. F. Goodin, Div. 629; Burlington Route—T. P. Vaughn, Div. 317.

After the public meetings described in the May JOURNAL and the splendid entertainment of the first two days we were invited on Wednesday, March 31, to witness the grand review of troops at 9 a. m., at Fort Sam Houston—fifteen thousand troops in the field—infantry, artillery and cavalry. It was a pretty sight and thousands were there to witness the movements. At 1 p. m. there was a trolley ride around the city which gave many who had never visited the beautiful old city of San Antonio an opportunity to see the city, and this ended this most enjoyable union meeting.

It also gave many Brothers, their wives, sons and daughters, a chance to pass through and see portions of many States, cities and towns they never saw before; especially the beautiful State of Texas.

During our stay we visited the noted Alamo Mission.

We visited the second mission a few miles out of the city. It is called Mission San Jose, built in 1718, occupied by Franciscan priests.

The erection of each mission was the result of prodigious labor. The buildings are made of the most part of small stones imbedded in cement, and these materials had to be brought many miles on the backs of Indians. Despite years of neglect, they stand today as living testimony to the substantial way in which they were built; visited the third mission, San Juan De Espastian, built in 1730, and the Veramendi Palace, built in 1716 by Franciscan monks and used as the palace of Governor Veramendi. It was in this palace the noted Indian fighter and Texas patriot Bowie wooed and won the governor's daughter. Col. Ben Milam was killed here and buried in the courtyard of the memorable old relic on December 5, 1835.

I am told there is a tunnel 7 feet high, 6 feet wide, and 16 miles long, connecting these missions and palaces; so if the

mission or palace were attacked the inmates could escape through this tunnel. We made a visit to San Antonio's noted hot sulphur wells three miles from the Alamo or postoffice. Then we made up a party of 37 engineers, their wives, sons and daughters, total number 57, and chartered two tourist cars from San Antonio to Mexico and return, which gave us three days in the City of Mexico. We arrived there Saturday, April 3, 8 p. m. Went to Hotel Porter, secured rooms, and on Sunday started out to get tickets for the bull fight and were told bull fights were out of season. So we got a good guide and were taken through the Art Gallery. There are thousands of pictures in this old building built by the Spanish in 1734; then through the great Cathedral on Palm Sunday, a very large temple built in 1561, completed in 1572. They have 75 priests, 1 bishop, 44 altars, and 4 large organs in this building. President Diaz's wife has a private chapel in this temple, and the king's altar service is held in this altar on the first and second of November. No woman is allowed inside of this railing. An earthquake shock caused one dome to fall, and cracked the other one in two places.

Our guide took us to the mining school, where the building and the street are settled down badly through the effect of an earthquake; here we saw four meteors. Their weight is 28,228, 13,534, 6,650 and 1,560 pounds.

We then visited the postoffice, a beautiful building, and the Alameda Park. This is the principal promenade of the better class. It is shaded with stately beeches, and the park is embellished with nine fountains, 11 summer houses, and tastefully laid out with spacious walks; a band was playing, gentlemen and ladies promenading, and a nice camp stool could be had at 10 cents.

Afternoon of April 4 we were guided to Chapultepec or Grasshopper Hill—275 steps to the top of the hill. The city's drinking water comes from a spring at the base of this hill, and a tunnel leading from this spring to Montezuma Palace, occupied by Montezuma in his time. It is said he came down every

morning through this tunnel to bathe in this spring.

The castle is now the home of Gen. Porfirio Diaz, president of Mexico. Part of this castle is used for a military school. Some term it the West Point of Mexico. The castle is 200 feet above the City of Mexico. Chapultepec fortress was captured September 12, 1847, by Gen. Scott.

We were guided to the National Museum, and the first thing the visitor sees on entering is a circular Monolith Calendar, attesting the high degree of civilization attained by the Toltecs, whose year almost exactly coincided with the Julian year. This stone calendar is said to weigh 16 tons. There we also found the Sacrificial Stone, said to weigh 20 tons, on which 60,000 victims were sacrificed to appease the wrath of their god, and close by a carved vase, hollowed out to hold the hearts of the victims sacrificed, and many idols too numerous to mention that were used by the Toltecs, Aztecs and Montezuma, and still they are finding more idols in building sewers and digging cellars.

I was told that before Cortez came to Mexico the streets now were canals then, and when Cortez destroyed the city he threw the debris in the canal that leveled the old city site, and covered over many stones and idols. The people of the modern City of Mexico are now finding many, and it will take many years to decipher their meanings.

Monday, April 5, we were guided to Guadalupe. The shrine of Our Lady of Guadalupe is the holiest shrine in all Mexico, and many pilgrims come to pray and to look upon the glories thereof. The legend is claimed to be the prettiest of all legends. A pious Indian, Juan Diego, went to mass in the church of Santiago. Passing around the hillside on Saturday morning, December 9, 1531, he heard the sweet music of singing voices. The Lady appeared to him and told him to go to the bishop and tell him to build a temple in her honor. A chapel was built February 7, 1532. The present church was dedicated in May, 1709. The dome is 125 feet from the floor. The

church is 200 feet long, 122 feet wide, and cost nearly \$2,000,000 up to 1836. It is said to contain 26 tons of silver in its heavy solid silver railings and balusters and other adornments. Three hundred stone steps lead to the chapel on top of the hill. Half way up are the stone sails of Guadalupe. The original sails are said to be incased in stone. Back of the chapel on top of the hill is a pretty little cemetery where rest the remains of many prominent Mexicans, among them the famous General and Dictator Santa Ana, and President Diaz's wife. About half way down is a curious little grotto in a tiny garden. The grotto is decorated with mosaic ingeniously laid in cement in the rocky clefts. Now down the path on the west slope you pass around the charmed circle of churches, chapels and shrines, and near the place where the Virgin appeared to Juan Diego. The fifth and last appearance of the Virgin, Tuesday, December 12, 1531, was on the spot marked by the chapel of the well. The waters gushed forth from where she stood. All of our party drank of the water from this well.

On April 5 we were guided to the National Pawnshop. It was approved of by the crown June 2, 1774, and on the 25th of February, 1776, the doors were opened for business. At first no interest was charged on the loans. This was the idea to protect the people from the same sharks of all ages and countries. In this shop if the pledge is sold for more than the loan the borrower gets the balance. This plan does not exist except in shop Monte-de-Piedad of Mexico. Everything is pawned here from a stick-pin to an automobile, and you can bank your money the same here as in a bank.

Afternoon, April 5, we were guided to the penitentiary of Mexico City. It is a large building 200 meters wide, 300 meters long, and 175 prisoners are confined here. We were taken all through the bakery, the shoe shop, carpenter shop, hospital, bath rooms, chair shop, hat shop, and in the cell of a prisoner who is confined for 20 years for cutting a man. His cell was high and roomy and as clean as it could

be, and so it was all through the penitentiary.

Tuesday, April 6, we were guided through the National Palace. On the east side of the Plaza Mayor is the capitol of the Republic of Mexico, which was the Vice Regal Palace when the country was a province of Spain. It was the site of a palace of Cortez and the property of the conqueror; also a new palace of the Montezuma, but destroyed by Cortez. The present building was begun in 1692. It has been added to from time to time, and now has a frontage of 675 feet; 1,000 rooms surround an immense court, with accommodations for various departments of the federal government, the executive offices, senate chamber and the treasury. It is not the presidential residence—only the office of the president of the government. The most noted room is the hall of the ambassadors. This apartment is of regal dimensions and adornment. The walls are hung with portraits of illustrious men of the country's history, including the martyrs of the War of Independence—Hidalgo, Allende, Morelos, Matamoras and others. There is also a fine portrait of George Washington. This palace is most beautifully furnished.

We were guided to the Flower Market, where there are all kinds of flowers formed in pillows, wheels, crosses, bouquets and loose flowers, and birds of different kinds, natives of Mexico.

Now we were guided to the Thieves' Market, where they have all kinds of second-hand and new things to sell; Mexican hats by the hundreds, and many things are stolen and brought here and sold, and many have lost watches and jewelry.

We were in the Venice of Mexico taking a ride in their gondolas or scow. Two Mexicans with poles shove the boat along for three quarters of a mile. This is Mexico's vegetable market and the odor is not pleasant. Our time having expired on our car lease, we departed on our way for the States, having had an exceedingly interesting and enjoyable trip.

Fraternally yours,

MARQUIS C. COLLARD, Div. 46.

Railroad Employees' Home.

HIGHLAND PARK, ILL., May 1, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of April, 1909:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.	Div.	Amt.
6.....	\$ 12 00	365.....	\$ 21 00
10.....	10 00	366.....	12 00
26.....	12 00	418.....	10 00
35.....	10 00	442.....	5 00
87.....	10 00	490.....	5 00
100.....	12 00	558.....	5 00
157.....	25 00	612.....	2 00
178.....	5 00	618.....	10 00
260.....	10 00	634.....	5 00
282.....	12 00	649.....	5 00
303.....	12 00		
Total.....			\$210 00

FROM G. I. A. DIVISIONS.

Div.	Amt.	Div.	Amt.
5.....	\$ 5 00	222.....	\$ 2 50
9.....	5 00	231.....	5 00
22.....	5 00	233.....	2 00
24.....	2 00	251.....	5 00
34.....	5 00	256.....	2 00
39.....	5 00	259.....	5 00
44.....	5 00	265.....	5 00
54.....	5 00	313.....	2 00
56.....	5 00	325.....	3 00
99.....	5 00	343.....	5 00
115.....	2 00	344.....	3 00
127.....	3 00	353.....	5 00
149.....	5 00	357.....	5 00
154.....	5 00	381.....	5 00
155.....	1 00	386.....	5 00
169.....	5 00	387.....	1 00
175.....	15 00	390.....	1 00
194.....	5 00	398.....	1 00
201.....	5 00	403.....	5 00
210.....	5 00	412.....	5 00
214.....	3 00	434.....	3 00
218.....	5 00		
Total.....			\$181 50

SUMMARY.

O. R. C. Divisions.....	\$ 182 50
B. of R. T. Lodges.....	276 77
B. of L. E. Divisions.....	210 00
L. of A. C. Divisions.....	39 00
G. I. A. Divisions.....	181 50
L. of A. T. Lodges.....	88 75
L. S. to B. of L. F. & E. Lodges.....	71 75
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
J. McQuaid, Div. 89, B. of L. F. & E.....	1 00
Mrs. Ray N. Watterson, Danville, Ill.....	1 00
Augusta Statzer, Danville, Ill.....	1 00
From members of Div. 24, O. R. C.....	11 75
From members of Div. 434, O. R. C.....	5 00
Larned, Carter & Co.....	50 00
C. & N. W. conductor's room, station No. 23.....	3 00
John Lynch, Div. 111, B. of L. E.....	50
T. F. Cavanaugh, Div. 115, B. of R. T.....	75
From B. of L. F. & E., by Mr. A. H. Hawley.....	750 89
General Secretary.....	
From members of Lion of the Fox Division.....	
193, G. I. A., now extinct.....	9 00
Total.....	\$1,886 16

MISCELLANEOUS.

Sheets, pillow slips, handkerchiefs, hosiery and towels, from eight Sisters of Div. 317, G. I. A.
Box of cigars from D. Vaughan, Div. 240, O. R. C.
Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 1560 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIRE, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 941 Morse avenue, North Side, Chicago, Ill.

Human Nature.

If all who hate would love us,
And all our lives were true,
The stars that swing above us
Would brighten in the blue.

If cruel words were kisses,
And every scowl a smile,
A better world than this is
Would hardly be worth while.

If purses would untighten
To meet a Brother's need,
The load we bear would lighten
Above the grave of greed.

If those who whine would whistle
And those who languish laugh,
The rose would rout the thistle,
The grain outrun the chaff.

—Selected.

Into Mexico.

When we see the flags of America,
Canada and Mexico intermingled at all

our national conventions, we naturally have the desire of becoming better acquainted with our sister countries. Canada is almost our twin sister and we have visited her many times. Mexico being farther away we had delayed a long desired visit to her until the San Antonio meeting seemed to lure us on; so on April 1, I found myself crossing the line, and landed in Monterey April 2, where I was welcomed by several Sisters of the G. I. A., who met me upon my arrival.

I was made the guest of Sister Lang during my few days' stay, and she did everything in her power to make it pleasant for me.

Among the pleasures given me was a carriage drive over the city, giving me a chance to see a real Mexican city. The sights and natives were most interesting. April 2 being a legal holiday, I witnessed the celebration of the Mexican victory at the battle of Puebla in 1862, which has gone down in history as one of the most famous military events in the career of Diaz and of Mexico. Sister Bailey, Grand Treasurer, and Sister Fairhead, Grand Chaplain, joined me here, and we saw the sights together.

The Division here is only one year old and very small, but in perfect harmony. The members were with us the entire time of our stay, and together with a few of the Brothers treated us to a Mexican dinner on the Alameda, which was a *hot* surprise to us, chilli being much in evidence in all food prepared. The street car system here is comical. A conductor comes and takes fare, giving a paper slip to the passenger, after which every few blocks a new inspector comes on and punches this slip or tears off a corner of it. It looks as though they were all employed to watch each other. I shouldn't think it much honor to be a street railway conductor in Mexico.

A visit to the penitentiary was greatly enjoyed. We had heard and read so much of the horrors of Mexican prisons that we were greatly surprised at the splendid conditions we found here. No tasks are given, but work provided, and a percentage of earnings is given to those who work.

The most beautiful rugs, baskets and lace are made here by the men and sold. No solitary confinement is tolerated here, but tasks are given for misdemeanors; the more able-bodied convicts are put in the Mexican army and soldiers made of them.

This prison was a model for cleanliness and management as far as we could see. Brothers Cadle and Nickel and Sisters Lang, Cadle, Smith and Brantley, and Sisters Scott and Evarts of Laredo, were with us on this visit. We shall never forget Monterey and these kind Brothers and Sisters.

My next stop was at San Luis Potosi, where our Grand Guide, Sister Murray, lives. I was well taken care of in her home while there.

The houses in Mexico are so different from those in the States, the windows on the street being heavily barred with iron bars. The Mexican who is a lover has to do his courting standing on the outside, talking to his lady-love through the bars. They call it "playing bear" down there.

Our American people there are few in number, and school advantages poor. Sister Tobin escorted me to the beautiful old cathedral of Guadalupe, which is very much like many in Italy. San Luis is quite a nice city, full of seemingly idle Mexicans. The Thieves' Market is a novelty; here you can buy almost anything, and all stolen goods. (This explains the barred windows.)

Division 268 held a called meeting, eight members responding, Sister Dunbar presiding.

The Divisions in Mexico are necessarily small, but I should think they could have good times together and make for themselves pleasures not obtainable where there are so many natives. I spent a pleasant afternoon with Division 268, and enjoyed the refreshments served. I thoroughly enjoyed every minute spent in San Luis, and the great kindness shown me by Sisters Murray and Tobin; the latter accompanied me to Mexico City, of which there is so much to say that I will leave it for another article.

M. E. CASSELL.

Rich and Miserable.

Those who lack wealth do not take much stock in the time-worn phrase that "riches cannot buy happiness." We would all prefer to try the experiment before accepting the statement as a fact, and deep down in our hearts the majority of us think that we, at least, could buy happiness if we had the price.

But in the absence of personal experience, the testimony of those who have great wealth and are still miserable must be accepted as good and sufficient evidence that wealth and happiness are not closely allied.

Mrs. Hetty Green, worth \$50,000,000, declares: "I am the loneliest woman in the world."

There is a depth of pathos in this saying of the richest woman in the world which makes it almost tragic. Her children have left her for homes of their own, her only friend is the janitor who keeps her lodgings, and her only interest in life is her money. She is the most remarkable example of a miser on record. Money has been everything to her, and in her old age it has left her desolate. Had she had the wisdom to live as Helen Gould is doing, she would have no need to make the pathetic complaint that she is the loneliest woman in the world. In truth money brings no measure of joy. Often it is a mockery, always it is disappointing, never is it satisfying.—*Jonesboro News*.

Div. 30 Entertains Grand Treasurer.

On April 9, 10 and 11, Golden Seal Div. 30, Parsons, Kans., had the pleasure of entertaining our Grand Treasurer, Sister J. G. Bailey, who stopped off in our city on her return from the union meeting at San Antonio, Tex. Sisters Downs, Troegle, Boam, Kaiser, McClain, Hume, Calkin, Yates, Wallen and Kreger, met Sister Bailey at the train and she was taken to the home of Brother and Sister Parsons, where the ladies of the United Brethren Church were serving supper, which, needless to say, was a lovely meal and greatly enjoyed by the Sisters. We then escorted our Sister to the pretty new

home of our President, Sister Downs, where Sister Bailey was entertained during her stay in the city, and were joined by our Past-President, Sister Shane, Brother and Sister Kenzie, Brother and Sister Curtis, and our Secretary, Sister Davis, and her husband and daughter. We formed a line party and went to the Lyric Theatre, where we witnessed a splendid performance, after which we returned to Sister Downs's home for a social hour. On the afternoon of the next day we held a special meeting and went through all the work for our Sister, who complimented us very highly on our work, no part of which was done incorrectly and only a few slight mistakes made. We feel very proud of our officers, many of whom are new ones this year. Just before the close of the meeting, Sister Ida Kreger, on behalf of the officers and members of Div. 30, presented Sister Bailey with a beautiful souvenir spoon of Parsons, Kans., "Queen City of the Sunflower State," who in her sweet way graciously thanked the Sisters for their token of love and their kind wishes. After the meeting the Sisters went to the ice-cream parlor and enjoyed light refreshments. The next day was Easter and old J. Pluvius seemed to have it in for Parsons and the new Easter bonnets and caused the wind to blow a perfect gale all day, thus spoiling a ride over our city that had been previously planned, and we greatly regret our disappointment. Never mind, Sister Bailey, we hope to have you with us again, and then we will be wise and send a wireless message to the Hon. Mr. Pluvius and request him to reduce the speed limit of the wind to one mile an hour in our city the day we wish to take our ride.

Sister Downs, assisted by Sisters Kaiser and Kreger, entertained Sister Bailey at dinner and supper, after which we escorted our Sister to the train, Bro. John Kaiser accompanying us, and we bade her a reluctant farewell, wishing her a pleasant and safe journey home and a "God bless you, Sister Bailey, come again." Our latchkey hangs out for all Sisters of our beloved Order,

wives of our noble heroes of the throttle, the grand Brotherhood of Locomotive Engineers. Joy, peace and prosperity to all brother and sister Divisions.

COR. SEC. DIV. 30.

Canadian Grand Officer Honored.

While making a trip through the South and into Mexico, the great kindness and courtesy extended all along the way will ever be a bright remembrance in my life, and I feel that I want my Canadian Sisters to know it all. Though far from my beloved land I was made to feel at home everywhere. The many B. of L. E. men, their wives and G. I. A. Sisters gave me a hearty welcome, and made me realize more than ever that brotherhood and sisterhood as found in these Orders mean all the world to us, and unites our countries in a tie of strong relationship.

On the way north it was my pleasure to stop at Sedalia, Mo., where I was the guest of Mrs. J. E. Nicholson. The Division here held a reception for me at the home of Sister Boyle, which was largely attended. The Ladies' Auxiliary to the O. R. C. was well represented, and I was the recipient of a large bouquet of roses from them. This courtesy from the sister organization is much appreciated. A program of music enlivened the evening, and refreshments were served. My gratitude is boundless, and words fail me to express all that I would say to those who were so kind to me on that memorable trip.

MRS. J. M. MAINS, S. A. G. V. P.

Notices.

A union meeting will be held by Div. 253, G. I. A., on Thursday, June 24, in Girard Assembly Hall, 9th and Girard ave., Philadelphia, Pa. An all-day session will be held beginning at 10 a. m. A cordial invitation is extended to all Divisions. Sister Gilchrist, trustee of V. R. A., will preside.

The union meeting of Canadian Divisions will be held at Hamilton, Ont., July 27, 28 and 29. This city is the home of Alexandra Div. 297, and although not very strong we and the Brothers will try

to give all our visiting Sisters a good time. This city is a beautiful place that is well worth visiting. All are cordially welcome.

MRS. W. F. BAINES, Sec. 297.

Golden State Div. 104, and Arrowhead Div. 392, Los Angeles, Cal., are to hold a union meeting July 8, 9 and 10. Opening session at 10 a. m. Thursday, July 8, in Masonic Hall, 1956 East 1st street. We extend a cordial invitation to all Sisters and assure you a hearty welcome. Arrangements for hotel rates have been made by the committee, and Hotel Rosslyn, 443 S. Main street, to be G. I. A. headquarters. For further information or reservation of rooms apply to committee of arrangements. Committee: Mrs. R. Newbill, Chr.; Mrs. S. M. Collins, Treas.; Mrs. E. J. Diffenbaugh, Sec., 302 S. Cummings st.

In May JOURNAL the list of Inspectors was printed as sent in by the Grand President. Through some mistake (probably on the part of the printer) the word "Div." precedes the street number of nearly every Inspector named, leading one to suppose that would be number of Division to be inspected. This is wrong, and should read Number instead of Div.

—EDITRESS.

[We have looked the matter up and find a No. mark (#) used instead of Div. The mark being frequently used in connection with Div. numbers, the compositor thoughtlessly used Div. and the error was not caught by the proofreader; it is the old story, the engineer forgetting and the crew saying, O. K., and let him continue to forget, and we acknowledge our part in it by reprinting.

—EDITOR JOURNAL.]

Mrs. Lizzie D. Armstrong, 369 Missouri st., San Francisco, Cal.

Mrs. J. Buck, 1213 Huntingdon st., Philadelphia, Pa.

Mrs. R. D. Briggs, 370 McMillan st., Detroit, Mich.

Mrs. J. Balz, 1652 Fulton st., Chicago, Ill.

Mrs. Josephine Brothers, 14 Winter st., West Somerville, Mass.

Mrs. Dora Busted, Glenns Ferry, Ida.

Mrs. W. R. Byers, 213 Spring st., Meadville, Pa.

Mrs. J. J. Bigger, 428 E. Indiana ave., Spokane, Wash.

Mrs. J. Frank Cook, First Assistant Grand Vice-President, 110 S. State st., Concord, N. H.

Mrs. J. R. Crittenden, Fourth Assistant Grand Vice-President, 1111 W. 5th ave., Knoxville, Tenn.

Mrs. Helen Carter, 524 E. Dewald st., Fort Wayne, Ind.

Mrs. Fred Clark, 79 Grand ave., Middletown, N. Y.

Mrs. Ben F. Cooper, 205 S. Hill st., Fort Scott, Kans.

Mrs. P. J. Culkin, 447 St. John st., Highland Park, Ill.

Mrs. George Carlisle, 2204 4th ave., Birmingham, Ala.

Mrs. Jennie Callahan, 302 North Grant st., Amarillo, Tex.

Mrs. J. Carlin, Crewe, Va.

Mrs. J. J. Dorsey, Trustee of the V. R. A., 1053 North 6th st., Springfield, Ill.

Mrs. L. Douglas, 408 North 6th st., North Platte, Neb.

Mrs. J. M. Derfingier, 1522 Patterson ave., Roanoke, Va.

Mrs. C. W. Frisbie, 544 E. 50th st., Chicago, Ill.

Mrs. J. E. Fairhead, Grand Chaplain, 1537 Greenup st., Covington, Ky.

Mrs. J. W. Gilchrist, Trustee of the V. R. A., 202 Alexander st., Greensburg, Pa.

Mrs. J. Gowling, Grand Sentinel, 88 Gladstone st., St. Thomas, Ont., Can.

Mrs. Thos. Hinchcliff, 2253 W. 34th st., Denver, Colo.

Mrs. F. M. Howard, Clinton st., Newark, Ohio.

Mrs. W. B. Horstman, 812 Market ave., E. St. Louis, Ill.

Mrs. T. J. Killeen, Altoona, Wis.

Mrs. F. A. Kinch, 513 S. 5th st., Cedar Rapids, Ia.

Mrs. F. H. Kreger, 1820 Kennedy ave., Parsons, Kans.

Mrs. C. E. Miller, 52 Ambrose st., Rochester, N. Y.

Mrs. Belle Marsh, 205 N. Poplar st., Centralia, Ill.

Mrs. Wm. McBride, 615 15th st., Denver, Colo.

Mrs. J. M. Mains, Second Assistant Grand Vice-President, 574 Spadina ave., Toronto, Can.

Mrs. E. E. Merrill, 2046 West End ave., Chicago, Ill.

Mrs. D. V. Musgrove, 1510 Barnwell st., Columbia, S. C.

Mrs. G. A. Martin, 227 Franklin st., Waterloo, Ia.

Mrs. Richard Mallen, 319 E. Main st., Chillicothe, O.

Mrs. W. A. Noleman, 1838 Robinson ave., Springfield, Mo.

Mrs. W. D. Oland, Third Assistant Grand Vice-President, Strawn, Tex.

Mrs. Hugh Orr, 706 2d st., Macon, Ga.

Mrs. J. D. Pettengill, 534 W. Breckenridge st., Louisville, Ky.

Mrs. J. H. Rippe, 1406 18th st., Altoona, Pa.

Mrs. Geo. Riley, East Mauch Chunk, Pa.

Mrs. Hattie Reilly, 617 E. Evans ave., Pueblo, Colo.

Mrs. Bida M. Reid, 630 N. Main st., Sheridan, Wyo.

Mrs. F. M. Simms, Chr. of Trustees of V. R. A., 6 Tacoma Flats, Indianapolis, Ind.

Mrs. C. D. Sursa, 126 Cumberland ave., Howell, Ind.

Mrs. Chas. Shermer, 426 5th ave. East, Salt Lake City, Utah.

Mrs. Phil Scott, 1608 W. Victoria st., Laredo, Tex.

Mrs. T. C. Smith, 675 North 34th st., W. Philadelphia, Pa.

Mrs. A. D. Smith, Spencer, N. C.

Mrs. H. M. Stettler, 2217 Congress st., Chicago, Ill.

Mrs. E. Schimilpinig, 1420 W. 5th st., Little Rock, Ark.

Mrs. James T. Spink, 1125 3d st., Fort Madison, Ia.

Mrs. Helen Van Cleif, 166 McClellan st., Schenectady, N. Y.

Mrs. H. F. Warren, 796 5th ave., Grand Rapids, Mich.

Mrs. Katie Zook, 410 Johnson st., Amarillo, Tex.

Mrs. Geo. Wilson, President of V. R. A., 1317 Adams st., Allegheny, Pa.

New Divisions.

The readers of the JOURNAL may consider us away off the map out here in the midst of the great American desert, but we feel so proud of what we have accomplished that I want to tell it through that happy medium, the JOURNAL.

On April 23 was instituted a Division of the G. I. A. to the B. of L. E. at Las Vegas, Nev., said Division to be known as Rainbow Div. 456. Mrs. R. E. Knox was our organizer, and gave the work

in a manner which would do credit to a Grand Officer.

Sisters Warbois, Diffenbaugh, Mason, Wills, Cross, West and Owens, of Div. 392, were with us and helped the good work in many ways, and best of all, with a gift of \$10 from Arrowhead Div. 392.

A competent corps of officers were installed, and with the leadership of Sister Ireland we feel that we are bound to prosper.

In the evening we had a banquet at the home of Sister Dupuis to which the Brothers were invited, and a most pleasant evening was spent, the host and hostess proving themselves right royal entertainers. In this case too much praise cannot be given the committee on decorations, as the parlors and banquet hall was a "thing of beauty," every color of the rainbow being abundantly displayed, together with roses and carnations, and I feel sure if a stranger would "peek in" they would never guess that they were in the land of sage brush and sand.

SEC. 456.

Calumet Div. 462, Blue Island, Ill., was organized April 23, by Sister C. W. Frisbee, Grand Organizer, and a member of Div. 40, Chicago. A number of that Division came with her, among them the Grand President, who kindly acted as Secretary, and Sister Kilduff, who presided at the piano. After the organization a noon lunch was served, after which the officers were installed.

Sister McGregor, the new President, began her duties by thanking the Grand President for her presence and assistance. Sister Coppess, President of Div. 40, in behalf of the new Division presented Sister Murdock with a beautiful bouquet. The Grand President responded with fitting words and hoped the friendship formed by the organization of Div. 462 would be everlasting. Sister McGregor, in behalf of the Division, thanked the Organizer for her work and the interest manifested and presented her with a souvenir spoon as a memento of the occasion, Sister Frisbee accepting in her true-hearted manner.

We are indeed proud of our new Divi-

sion and the progress we have made from the start, and I believe we organized the largest Division on record, and by the time we close the charter we will have a nice membership.

Last but not least, we wish to thank the Brothers of Eclipse Subdivision 111, Brotherhood of Locomotive Engineers, for their generous donation of \$100, and encouragement in helping us to organize, and trust the time will come when we can show our appreciation to the Brothers for their kindness. With kind regards and best wishes for the Order,

Yours, in F., L. & P.,

PRESIDENT 462.

A Division of the G. I. A. to the B. of L. E. was organized and officers installed at Mattoon, Ill., March 10. There were 20 charter members.

The organization, election and installation of officers took place in the beautiful I. O. O. F. Hall, with Sister Hortsman as Organizer, who conducted the work in a most pleasing manner, she being assisted by several ladies of the G. I. A. from St. Louis and East St. Louis. The Division adopted the name of Pride of 577, Div. 455.

After the business session the entire Division marched to Fitzgerald Hall, where a sumptuous banquet was prepared for our guests, who were Brothers of Div. 577 and Sister Hortsman, with visitors from other Divisions.

The tables were decorated with carnations, emblem of the Order, and crescent and star cuts were given as favors.

After supper an informal reception was given to our husbands and guests, including a musical program and dancing, and at a late hour all departed to their homes with kind remembrance of Div. 455, and the Brotherhood Div. 577 will always be remembered by the G. I. A. ladies as they contributed to our expenses and have been so willing to help us. Sister Hortsman encouraged us greatly by telling Div. 455 that was the largest Division she had ever organized, and all feel so proud, and in esteem of Sister Hortsman the Division presented her with a souvenir spoon.

SEC.

Division News.

WHILE not having been heard from for some time, the members of Charity Div. 4, Logansport, Ind., have not been idle, and for the benefit of other Sisters who may like to hear of them, I will try to give a description of some of the most enjoyable socials and entertainments they have given during the winter, all of which were well patronized by the members and their friends. A Halloween party was held at the home of Brother and Sister Jas. Powlen, which was in the form of a masquerade. The decorations were pumpkins, corn tassels, nuts and foliage suitable to the season. An elegant oyster supper was served, and games and amusements were the features of the evening. The unmasking disclosed some very familiar faces under peculiar garbs, which was the cause of much amusement to those not in the secret, and all voted the affair a genuine success, and the committee was retained to produce another entertainment.

The second entertainment was given during the holidays at the home of Brother and Sister Emory Stewart, to a crowded house. The amusements were in the form of a side show in imitation of a New England kitchen in "Ye Olden Times." The kitchen was properly decorated for the occasion, which it represented—a winter evening's fireside. In the chimney corner sat the old man "playing the fiddle," the old lady in the other chimney corner knitting, another churning with the old-fashioned dasher churn and the remainder of the family giving a show for the evening's sport. There was also a fish pond where the Brothers paid 5 cents to bait the fish and had the pleasure of carrying home with them some household decoration that was taken over to the pond by either their own wives or some other of the Sisters. The results of the fishing caused much merriment to the fishermen as well as others. A New England lunch was served during the evening, which was very much enjoyed by all present.

The third of our most delightful social events was given at the home of Brother

and Sister Chas. Beam, on the evening of St. Patrick's Day. The social features of the affair consisted of vocal and instrumental music and readings, including a little comedy playlet entitled, "Why Mrs. Gaskell Did Not Hire a Girl," in which many comic episodes were acted by the six girls who applied for positions in answer to an advertisement. Each girl represented a different nationality, and everyone did her part so well that it would be hard to say who was entitled to the greatest praise in representing the characters. The cast of characters were: Miss Cleve Lee as Mrs. Gaskell and Mrs. St. Clair, her mother; Mrs. Sam Eisenbise, a Chinaman very much in need of a situation, who wanted to impress upon the audience his capabilities of "cookee," "washee," etc.; Mrs. John Navin, a girl right from the "ould sod," who as an artist in "cukin praties" brought down the house; Mrs. Ed Manes, a very much over-dressed American, who outshone the mistress in wardrobe, and would not think of living where they did not have a private bath for upper servants and an automobile; Miss Georgia Legg, an English importation, who was used to living in much larger houses, where more servants were kept, could not bring herself to submit to live in a family with such humble surroundings; Mrs. Martin Murphy represented a very highly educated lady of uncertain years, who wanted a place to pass the time of her vacation from a noted female seminary near Boston where she could, by her companionship, elevate the standing of her sister women and help them to enjoy the famous authors and poets with whom she delighted to revel; while Mrs. Emory Stewart represented the part of a colored girl as housemaid. 'Tis needless to say that none of the applicants were hired, notwithstanding their various accomplishments. The home of Brother and Sister Beam was prettily decorated with the different shades of green as appropriate for the day, and suitable refreshments were served after the conclusion of the program.

The Sisters felt very much complimented on the success of their last at-

tempt, which was much more largely attended than they had expected on account of so many other social events occurring on the same night, which they thought might detract from the attendance. Charity Div. 4 has always been loyally supported by the Brothers, and we take this means for thanking them for their generous patronage, and hope they may ever be found on the right side on like occasions.

With the hope that this account of the different forms of entertainment may be an encouragement to others who are anxious to promote the social interests of their Division, as well as to add to their funds by so doing,

I am in F. L. P., SEC. DIV. 4.

JOAQUIN DIV. 428, Fresno, Cal., was organized about a year ago, and we thought it was about time the readers of the JOURNAL were hearing from us.

We have only 11 members, but we haven't the field to work in that other Divisions have, for there are two Auxiliaries to Div. 553 B. of L. E., Eschscholtzia Division in Pt. Richmond, Cal., and Joaquin Division in Fresno, Cal.; we call them our twin sister Divisions, and our Brothers of 553 are very proud of the fact that they have two Auxiliaries. But in spite of our small membership we have managed to pay for our paraphernalia, presented our first Past-President with a gold pin, and have a neat little account in our treasury.

A few weeks ago we purchased a new watch and decided to raffle it off, which we did with pronounced success at our last meeting. We invited our Brothers to be present at the raffle, as they all had chances, and served a luncheon for them, for which they showed their appreciation by doing ample justice to the good things served, and complimented the cooks very highly on their ability. A MEMBER.

ON the evening of April 22, the Sisters of Alabama Div. 186, Mobile, Ala., gave an entertainment and supper to the Brothers of Div. 140 and their families in the I. O. O. F. Hall. The hall had been most attractively decorated with

the G. I. A. colors, roses, pink and white carnations, and ferns. The red, white and blue electric bulbs made a dazzling scene. Promptly at 8 o'clock our President, Sister Ash, called the house to order, and made a short welcoming speech. Sister President called for remarks from some of the Brothers and Sisters and a good number responded. The program opened with a drill by 22 little girls and boys, after which they sang "You're as Welcome as the Flowers in May," each carrying a flag of our colors. Recitation, The Veteran's Lament, by Bert St. Clair; recitation, Old Maid, by Margaret O'Rourke; recitation, Who Made the Speech, by Evelyn Baugher; vocal solo, by Sister Airey; recitation, Tribulations of a General Foreman, by Sister Baugher; closing song, "Life's Railway to Heaven," by Sisters Baugher and Wilson. While the Sisters were preparing the table for supper, Bro. Ed. Bolling, the popular F. A. E. of Div. 140, conducted the raffling of two anniversary spoons, which were won by two young men. Sister Will Roberts won the gold recognition pin for securing the most chances on spoons, and Sister Will Denmark second prize—gold bowl anniversary spoon. The Sisters made something over \$25 for our treasury. Supper was then announced. The Brothers with their wives and sweethearts were all seated at the long banquet table, and each one certainly did justice to the inner man and woman, as seen by the looks of the table after all satisfied their appetites. Brothers Paul Wilson, Will O'Connors and Will Denmark made themselves useful as well as "handsome," the way they tripped around and assisted the Sisters in waiting on the table. About 95 were served.

- After the table was cleared away a social good time was had. The Brothers declared they had never spent a more pleasant evening and hoped there was another such a social brewing for the near future. This is the first gathering of any kind the Sisters of Div. 186 have given and we hope this is one of many. Div. 186 is an old Division but has been asleep, or has had the "spring fever"

rather, until the past year, and now we have 22 good loyal workers, who work while the sun shines, and we don't propose to let her get the tired, draggy, don't-care feeling any more. We are all enthusiastic over the work, and best of all, the Brothers are showing us by their assistance their hearts are in the work also. Before the social good time was brought to a close a cake was raffled for the most popular engineer. Bro. Webb Still won the cake as being the most popular one. Brother Still runs on the L. & N. road between Mobile and Pensacola, Fla. He is not only popular among his Brother engineers, but the ladies also, and he is deserving of all the good things that can be said of him. The pleasures of the evening were all over too soon, but the affair was a decided success and much credit is due the Sisters in the way the entertainment and supper were gotten up. All departed for their homes wishing Division 186 success. SEC. 186.

THE hospitable home of Bro. and Sister B. M. Bradley, Anniston, Ala., was recently the scene of one of the most beautiful and charming entertainments given by the G. I. A. Ladies of Div. 430 since its organization one year ago, and I will further add, one of the most successful both socially and financially. The following invitation was sent to over 100 people, the majority responding:

We herewith extend a most kind invitation
To you or your friends or any relation
To come to a party. This little silk sack
Is intended to furnish a good place to pack
As many pennies as you are years old;
We promise the secret shall never be told.
If objection to exposing your age should arise,
One hundred would be a splendid disguise;
We will meet young and old with greetings most
hearty,
As you come one and all to your own birthday
party.

A beautiful little box, in which the guests deposited their pennies, was stationed at the door. We were indeed delighted to find some reluctant to divulge their age, and 100 pennies were found in their "little silk sack."

The house was becomingly decorated in palms, ferns and carnations. A delicious lunch was served, consisting of

sandwiches, salads, pickles and fruits, with coffee and cake. Two cakes were donated, one by Sister Dismuke, the other by Mrs. Pace, wife of Bro. Jim Pace, a prominent and retired engineer; these two beautiful cakes were given as prizes, one to the most popular married lady, the other to the prettiest young girl, the winners being Mrs. Felix Norman and Miss Mary Mullins, sister of Bro. John Mullins.

The evening was made most delightful with games and music till a very late hour, when all left declaring this to be the jolliest birthday they had ever had.

MRS. B. E. WAIDE, Sec.

SISTER L. A. BONHAM entertained the G. I. A. in a charming manner on Wednesday evening, March 24, at her elegant new home, 1103 Highland avenue, Bristol, Tenn. The house was beautifully decorated with potted plants and ferns, the motif of color scheme being white and pink, which was also carried out in the ices and mints.

On entering the reception hall the ladies were served hot chocolate and wafers. The guests participated in a guessing contest which all enjoyed; Mrs. P. D. Groseclose winning the prize.

A tempting menu was served in two courses, consisting of ham sandwiches, chicken salad, Waldorf salad in red apple hulls, cheese straws, pickles and coffee, ice-cream, cake and mints.

Our Past-President was then escorted into the parlor, where a grand surprise awaited her. In behalf of Div. 270 and for the faithful services rendered for the past two years as President, Sister Smith presented Sister Daugherty a beautiful Past-President's pin. Sister Daugherty thanked all and extended her best wishes to the Division for the coming year.

A SISTER.

Div. 453, New Castle, Pa., is one of the latest Divisions organized, but from reports they are starting out in fine form. With the help of Div. 565, B. of L. E., they recently gave a splendid entertainment and banquet.

The Brothers provided the entertain-

ment in the hall and the Sisters gave the banquet in the basement of the Presbyterian church. Brother Yates was made toastmaster, and addresses were made by Bro. George P. Jones and our President, Sister Powers. The music by the orchestra composed of sons of railroad men was most enjoyable. Brother Knox and other visiting Brothers gave talks for the good of the Order, and songs were sung by Brothers Mazy and McIlvenny—the latter using one of his own compositions entitled, "When the Steam Goes Down." This song cannot be bought and anyone wishing to hear it must come to New Castle and Brother McIlvenny will sing it for them. It must be heard to be appreciated. This Brother can also talk on insurance, which he did upon this occasion.

Bro. Frank Powers is our bachelor, and expressed his regret at not being able to furnish a candidate for our new Division. We trust that he will hasten to remedy this defect. At a late hour thanks were extended to all who helped to make this social affair such a great success, and all expressed the wish of a repetition in the near future.

SISTER OF 453.

Div. 21, Atlanta, Ga., have had a number of social events that have not been recorded as yet. Among them was the participation in the 27th wedding anniversary of Bro. and Sister George Kitchens. Sisters Weekley, Scribner and Wilhelm assisted in receiving the guests, which numbered into the hundreds. The rooms were elaborately decorated with smilax. The main parlor in pink, and the dining-room in white, all combining in making a beautiful effect. The Misses Argyle and Maxwell, nieces of the couple, served fruit, punch and salad; ices were also served, while a band discoursed sweet music during the evening. Many were the tokens of esteem showered upon this most worthy couple, the gift of members of Div. 21 being several pieces of hand-painted china.

When the doors of Brother and Sister Kitchens' home is opened to us we know a good time will be the result, and this

was no exception. All the guests joined in wishing them many more happy wedding anniversaries.

Our Division is holding a series of teas for the social and financial betterment of the Division. The first one was at the home of Mrs. John Burden, the second at Mrs. Hancock's, and both were pleasant affairs well worth repeating.

COR. SEC. DIV. 21.

DIVISION 296, Shreveport, La., had the pleasure of greeting the Grand Chaplain, Sister Fairhead, of Covington, Ky., in April. A meeting was called and her visit was instructive and thoroughly appreciated. The reception after the meeting began at 5 o'clock, a banquet was beautifully served, and Sister Fairhead was presented with a large bouquet of carnations tied with ribbon the colors of our Order.

These visits of our Grand Officers are all too few, and we wish they might occur more often. Div. 296 is now very active. The members are taking a lively interest in the affairs of the organization and our meetings are now a real pleasure. This visit from the Grand Chaplain will help along our renewed energy, and we trust that this will not be her last visit.

SEC. DIV. 296.

As Apple Blossom Div. 287, Mena, Ark., has not been heard from through the JOURNAL for over six years, we thought we would let you know we are alive and in good working order. There are 35 members now and more coming in soon.

On Tuesday, April 13, our Grand Chaplain, Sister Fairhead, was a pleasant visitor with us, and gave us so much good, kind and friendly advice and assistance that we all feel that we will work all the harder now for the betterment of the Division.

Tuesday night after our Division work was over we all assembled at the beautiful home of our President, Sister C. E. Covert, where Sister Fairhead was being entertained, and spent a very pleasant evening in general conversation and music. After which a committee, composed of Sisters McDougal, Snyder, Long and Kelley, invited us to the dining-room where delicious refreshments were served. Then we bade our Grand Chaplain goodbye, thanking her for the good she had done us, and all went home saying how nice to have been there.

SEC. 287.

THE members of Cape Jessamine Div. 448, Pine Bluff, Ark., in response to an invitation for a joint meeting with Monitor Div. 216, B. of L. E., met in their hall, March 17.

As this is a new Auxiliary, it may be well to introduce ourselves before proceeding farther, as this is the first message we have sent to the Sister Divisions. In December we organized with 18 charter members. While not so strong numerically, our finances would do credit to a Division twice as large. This is due to the sympathy and encouragement of the Brothers of 216, who from the day of installation have never relaxed their efforts for the further upbuilding of this Auxiliary. Apropos, we desire to mention the proceedings of the joint meeting.

At the conclusion of the B. of L. E. meeting the ladies were invited into the Division room, where a beautifully bound copy of the Bible and a very substantial purse were presented. Our President in a graceful speech of acceptance, fittingly voiced the sincere thanks of every member of the Auxiliary.

The Sisters then proceeded with their meeting, at the conclusion of which the Brothers were invited to witness the penny drill, and join in the closing ode. They then announced they desired to do further honor, and had prepared a spread in the banquet room. The luncheon was a most delectable one, and each Brother vied with the other in dispensing hospitality. The table decoration especially brought forth pleasing comment; it was as unique and artistic as ever graced a banquet board, and reflected much credit on the talent of the refreshment committee who designed it. Everyone entered into the spirit of the occasion, and for an hour or more mirth and good cheer abounded.

An impromptu musical program concluded the evening's pleasure, after which all in leaving declared St. Patrick's Day, 1909, an epoch in the annals of Monitor Division and its Auxiliary, 448.

SEC. 448.

ON Easter Wednesday, April 14, the ladies of Sunlight Div. 289, Peru, Ind., gave its fifth annual ball, in Armory Hall which proved a grand success. Our balls are always well attended, but this year was better than ever before.

The Brothers of 548 were very kind indeed to help us dispose of our tickets,

which we appreciate very much. We feel much encouraged to work harder this year than ever before as they gave us every encouragement. Wishing every Division success and a bright future for our own, we are, Fraternally yours,
COR. SEC. 289.

Div. 175, Abbotsford, Wis., sends greetings to all Sisters, and wishes to tell of some of our social functions. It is too late to tell of our pleasure at the time of installation; suffice it to say that it was an enjoyable occasion.

Div. 175 has grown in strength during the past years, which is largely due to the efforts of the officers. Of social functions we have many; in fact, after each meeting a committee for the good of the Order has a contest or game in which we all take great pleasure, after which refreshments are served. These social features promote sociability among members, also bring a good attendance. The Sisters work diligently and harmoniously and living up to our motto we can certainly be a pleasure and help to the B. of L. E.
A MEMBER.

GOOD CHEER Div. 35, Green Bay, Wis., has been silent for some time. This, however, does not imply that we are idle. Under the able management of our President, Sister Nichols, and her staff of officers, the meetings are well attended and are interesting both from a business and a social standpoint.

In the month of February, Sister R. E. Graves gave a 5 o'clock dinner in honor of Sister Brooks, who has since moved to Miles City, Montana. During the evening Sister Brooks was presented with a beautiful silver spoon as a token of the high esteem in which she is held. The good wishes of the Division are with her in her new home.

Monday evening, April 12, the Division held its eighteenth annual ball at the Turner Hall. In spite of the inclement weather the ball was well attended and dancing continued until the "wee sma' hours" of the morning.

At midnight the guests retired to the dining hall where a bounteous supper was served by the Sisters.

Sister Graves and Sister Constance were chairmen of the dance and supper committees and it is largely due to their excellent supervision that the ball was one of the most decided social and financial successes in the history of the Division.

Memorial Day will be observed by visiting the cemeteries and planting floral tributes, of our love and respect for those Sisters whose earthly existence is but a memory in the corridor of Time.

MRS. PHIL B. SULLIVAN.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., June 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than May 31, 1909.

ASSESSMENT No. 453.

Philadelphia, Pa., March 23, 1909, of septicemia, Sister Agnes McGovern, of Div. 253, aged 31 years. Carried one certificate, dated March 9, 1909, payable to John J. McGovern, husband.

ASSESSMENT No. 454.

Logansport, Ind., April 2, 1909, of pneumonia, Sister Annetta Whinnery, of Div. 4, aged 46 years. Carried one certificate, dated Jan. 2, 1897, payable to Joseph Whinnery, husband.

ASSESSMENT No. 455.

Allentown, Pa., April 4, 1909, of carcinoma, Sister Mary O. Gibbons, of Div. 335, aged 51 years. Carried one certificate, dated Aug. 10, 1906, payable to John F. Gibbons, husband.

ASSESSMENT No. 456.

Toronto, Can., April 5, 1909, of pneumonia, Sister Mary Colgan, of Div. 161, aged 62 years. Carried two certificates, dated March 14, 1898, and April 6, 1898, payable to William and Frank Colgan, son and daughter.

ASSESSMENT No. 457.

Roanoke, Va., April 8, 1909, of thoracic aneurism, Sister W. H. Dooley, of Div. 331, aged 41 years. Carried two certificates, dated Oct. 28, 1907, payable to Ola G. Davis and James H. Dooley, husband and niece.

ASSESSMENT No. 458.

Mauch Chunk, Pa., April 11, 1909, of septicemia, Sister Clara Bender, of Div. 80, aged 43 years. Carried one certificate, dated May 19, 1904, payable to George Bender, husband.

ASSESSMENT No. 459.

Bloomington, Ill., April 23, 1909, of heart disease, Sister Catherine Geller, of Div. 55, aged 66 years. Carried one certificate, dated Aug. 23, 1899, payable to Frederick W. Geller, son.

ASSESSMENT No. 460.

Buffalo, N. Y., April 24, 1909, of pneumonia, Sister Minnie E. Hogan, of Div. 79, aged 57 years. Carried one certificate, dated April 28, 1896, payable to Charles H. Hogan, husband.

ASSESSMENT No. 461.

Sunbury, Pa., April 27, 1909, of cirrhosis of liver, Sister Sarah Sands Huntzinger, of Div. 42, aged 46 years. Carried two certificates, dated April 17, 1904, and Aug. 24, 1898, payable to William T. and Robert J. Huntzinger, husband and son.

ASSESSMENT No. 462.

Elkhart, Ind., April 29, 1909, of albuminuria, Sister Minnie L. Enders, of Div. 143, aged 40 years. Carried two certificates, dated April 8, 1906, payable to Nathaniel A. Enders, husband.

Members will pay their Insurance Secretaries on or before June 30, 1909, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 455, 456, 457, 458, 459, 460, 461 and 462 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 434 and 435, 6,843 in the first class, and 3,064 in the second class.

MRS. G. F. WILSON, Pres. V. R. A.
MRS. JENNIE E. BOOMER, Sec'y and Treas.,
941 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

Question: How do you locate leaks that affect the operation of the F-6 brake valve?

E. G. K.

Answer: To locate a leaky rotary valve, close the cut-out cock in the train pipe below the brake valve, make a 20-pound reduction, lap the brake valve and watch the black hand. If there is a leak into chamber D the black hand will gradually rise till it is equal with the red one. If the leak is into the train-pipe cavity it will sometimes charge up the space under the equalizing piston before it does chamber D, the piston will rise and air blow out at the train-pipe exhaust elbow. Usually this air that passes by the leaking rotary will also pass the packing ring in the equalizing piston up into chamber D. With the rotary on lap, the port G leading into chamber D is lapped at the upper end so a leaky rotary rarely charges chamber D directly when on lap. A more conclusive test is to close the cut-out cock, lap the rotary, start the air pump and pump the pressure from 0 up to standard; if the black hand rises with the red one and air blows out at the train-pipe exhaust the rotary is at fault. As a defective rotary usually leaks by the partition between the main reservoir opening through the rotary and the train-pipe cavity, the air goes into the cavity and then to the train pipe first. If the seat is cut it may leak into the exhaust opening, in which case you will hear it blowing out to the atmosphere. If the rotary is worn out of truth or there is gum, either on the valve or on its seat, the leak will be under the edge of the valve and air is liable to get into any of the ports.

Between the sections of the brake valve and over the equalizing piston is a leather gasket numbered 32 in the instruction books. If there is a leak past this gasket from the main reservoir air

passage into chamber D, main reservoir air-can get into chamber D without going by the rotary valve, so its position will have no effect except when in either service or emergency.

To test for this leak, make a service reduction and note whether the reduction of 20 pounds is made on the black hand in from 5 to 6 seconds. A leak past gasket 32 will prolong this time, and if bad enough will prevent chamber D pressure dropping any. A slight leak here will allow you to reduce chamber D pressure, but as soon as the preliminary exhaust port is closed chamber D will recharge through the leak. A serious leak will allow air to pass by the piston into the train pipe and later on release the brake.

To tell a leaky rotary from a leaky gasket 32, close the cut-out cock and the black hand, if not already there, will equalize with the red one. Now make a 20-pound reduction and see if the black hand drops that amount in 6 seconds. With a leaky gasket the black hand falls slowly or not at all, and the equalizing piston may not rise. With a defective rotary the black hand will usually fall the 20 pounds in 6 seconds and the equalizing piston will respond quickly.

Remember that there are two sizes of brake valve reservoirs: one holds less than 600 cubic inches, the latter one holds over 800 cubic inches. With the larger one the time is a little longer.

Sometimes this gasket 32 leaks from the train-pipe passage that is in the body of the brake valve. To test for this close the cut-out cock. This will leave a very small train-pipe volume to add to chamber D through the leak. Then make a 20-pound reduction and note the time that it takes. Now, if you open the cut-out cock after putting the rotary on running position and getting back to the original pressure, and make a reduction of 20 pounds from the entire train pipe, you can determine if there is a leak by this gasket from the added time it takes to make the reduction when the train-pipe volume is added to chamber D through the leak.

A leak from defective joints in the pipe connections between the brake valve

and the brake-valve reservoir, from the reservoir itself, or in the pipe connections to the black hand side of the gauge, is very quickly shown by lapping the rotary. A reduction in chamber D will be shown on the black hand, as well as by the equalizing piston rising at intervals.

When making a service reduction with a long train—say over 25 cars—the equalizing piston rises and its upper face makes a joint with the bottom side of this gasket 32, and it should make an *air-tight one*. If it does not, air will feed from the train pipe past the piston packing ring, that is not an air-tight fit, up toward chamber D and get by the defective gasket; thus recharging chamber D; so that a 10-pound reduction on the black hand at the instant you lap the valve may be only 5 or 6 pounds by the time the train-pipe exhaust closes. On a very long train this feeding up is more pronounced than with a shorter train.

This gasket should be smooth, soft, and of an even thickness where the piston strikes it. If your brake valve "feeds up" badly have this gasket examined and, if necessary, a new one put in with the smooth side toward the piston and the flesh side of the leather away from it.

If dirt or a scale gets stuck on the seat of the train-pipe exhaust valve you can usually blow it off by closing the cut-out cock and "flashing" the valve, *i. e.*, going to emergency to empty the short train pipe, then to full release. This will raise the piston and hold it up till the strong rush of air will clean off the seat.

If the black and red hand equalize when on running position and not when on lap, look for trouble at the gasket between the feed valve and the brake-valve body, or in the feed valve itself. Running position is the only one where a defective gasket at this place will allow the two pressures to equalize. It is the only position of the valve in which main reservoir air can get to the feed valve. If you suspect that the feed valve is at fault, try the rotary on lap first. If main reservoir air feeds into the train pipe charge it to something beside the feed valve. To make sure, then test it

in running position; if it shows signs of feeding up above standard train-pipe pressure get after the regulating spring in the feed valve first; next examine and clean the feed valve, and see if the gasket is at fault.

If you think that a leaky brake valve is releasing the brake, apply it with a 20-pound reduction and close the cutout cock so that air cannot get from the valve to the train pipe. The brake should stay set.

Question: Why is it necessary to find and mark the exact dead centers of the piston travel on a locomotive with Stephenson valve gear in order to set the valves, and how is this done?

Why are the steam port openings used when the sound of the exhaust that is the test of a square engine depends on the exhaust port opening? R. G. C.

Answer: Because there must be some starting point from which all the measurements and comparisons are made. The dead center or point at which the piston begins its stroke is the place of measurement that insures the most accurate adjustment of the valve to be accurate.

Two trams are used in finding the dead centers: a long one for the driving wheel marks; a shorter one for the valve stem.

In order to see just when the slide valve opens and closes the steam ports and locate these points on the valve stem, the steam chest cover is taken off and the valve moved to open a steam port; a narrow strip of ordinary tin is put in the port and the valve then moved up to close it. This keeps the valve open the thickness of the tin. With the valve steam tram a scratch mark is now made on the valve stem *outside* the steam chest where it can be seen at any time without the necessity of taking off the cover, and a fine center punch mark is made in this scratch mark. The same operation is gone through with to locate the closing point for the other steam port. One end of the train is located in a prick punch mark in the cylinder or valve seat casting where it cannot change its relation to the edge of the steam port and the mark made with the other end.

You now have two prick punch marks

on the valve stem from which—with the use of the valve stem tram—you can know when the steam ports open and close and how far the steam edge of the valve is from the steam edge of the port at any point of its travel. A center punch mark half way between the two "opening" marks will show when the valve is in the middle of its travel and covering each port the amount of the lap.

With a slide valve engine the two outside punch marks are as far apart as twice the amount of the lap plus two thicknesses of the piece of tin; the mark nearest the steam chest shows when the forward steam port opens and the back mark shows when the back port opens.

With an *inside* admission piston valve the valve moves in the opposite direction from a slide valve to open the steam ports, and the punch marks come in a different position for the front and back ports. Look out for this, so as not to use the wrong marks when setting the valves.

To find the exact dead center the engine is placed on a level piece of track where it can be easily moved with pinch bars, or where rollers for this purpose are provided, the parallel rods are all taken off and the main drivers set on the rollers. The wedges should be set up snug so there will be no lost motion between the driving boxes and the jaws; the main rod brasses keyed up at both ends to take up the lost motion there.

The driving wheel is then turned *ahead* till the crosshead is near the end of its travel, at either end of its stroke—say within an inch—and stopped. A fine scratch mark is then made across the guides and crosshead usually with the short tram, and also one on the side of the tire of the main driver with the long or driving wheel tram. One end of this long tram is set in a prick punch mark in the wheel cover or some convenient point of the engine frame and this punch mark is used while setting the valves this time only.

We now have two scratch marks, one on the crosshead and one on the side of the tire, both made before we reach the exact dead center of the movement of

the piston. The main drivers are now turned *ahead* till the piston has gone past the dead center. To insure perfect accuracy it should be turned till the mark on the crosshead *passes* the one on the guide far enough to allow for any possible lost motion and then carefully turned back till the scratch marks on the guides and crosshead exactly match. This backward movement takes up all the possible lost motion in the main rod brasses.

At the same time that the crosshead is stopped so that the scratch marks match, another scratch mark is made on the side of the tire. Neither of the marks on the tire locates the dead center. They are exactly the same distance each side of the center; so, with a pair of compasses the half-way mark is then located and when the wheel is turned till this middle mark is exactly under the point of the tram, the crank pin is exactly on the center. The prick punch marks should be the same distance from the edge of the tire next the wheel center, or the marks will not be accurate. After the dead center mark is made on the tire for one end of the stroke of the piston, go through the same set of operations to find the dead center for the other end. When the center marks are located for one side of the engine it is necessary to have a full set of marks for the other side, as the valves, while they have a certain relation to those on the opposite side, still are set independently. The same center marks are used for both the go-ahead and back-up motions.

The eccentric has a certain definite relation to the crank pin the same as the position of the edge of the valve has a definite relation to the position of the piston in its travel. If the valve rod-transmission bar and eccentric rods are the right length, the eccentric can now be set on the axle to give the proper amount of lead; or the steam port opening by the valve when the piston is on the dead center.

The steam port openings are used as standards while adjusting the valves because if the valves, ports, rods and eccentrics are properly laid out you can use

the position of the valve when taking steam as a guide for the opening of the exhaust ports.

If the rods are of the wrong length or the ports incorrectly laid out, the exhaust will not come true with the steam port opening.

The point of the steam port opening and the point of closure or cut-off are looked after by the valve setter first, as the design of the valve and its ports provides that the opening of the exhaust and the point at which compression begins have a fixed relation to the movements of the steam edge of the valve.

Question: How can you locate a broken valve stem or yoke? R. G. C.

Answer: When the valve stem or yoke breaks the valve goes to the front end of the steam chest and stays there. With an outside admission valve this leaves the back steam port open and steam will blow from the back cylinder cock only. With an inside admission valve, steam will blow from the front cylinder cock. If the valve is moved far enough ahead to open the exhaust to live steam it will blow out of both cylinder cocks on the disabled side.

When you move the engine with her own steam she will stop on the eighth.

When you reverse the engine under steam, it will come out of the front and back cylinder cocks alternately on the good side. It cannot do this on the disabled side, for you cannot move that valve by reversing the engine.

Question: What will cause a brake (either Westinghouse or New York) to go into quick action with an eight or ten pound reduction; and what could happen on the engine that will cause it? What is the best way to locate a "kicker" when out on the road? W. R. H.

Answer: A dirty, gritty triple valve; a tightly fitted packing ring in the triple piston so it sticks with light reductions and moves with a rush when it does go; a very weak or broken graduating spring that will allow the triple piston in the Westinghouse valve to move past service position, or anything wrong with the graduating valve that prevents auxiliary air passing by it when in service

position. Putting the brake valve in emergency position will do it; leaving the train pipe exhaust elbow out of the Westinghouse brake valve will often cause the triples to work quick action on a short train. Enlarging the preliminary exhaust port opening in the rotary valve seat will also work quick action with a very short train. Moving the New York brake valve to the last service notch so as to open the service port in slide valve 114 wide at the first movement will usually give quick action on a short train.

To locate a defective triple or "kicker," cut off at the head end of the train by closing an angle cock, a few cars, not over ten, and make a moderate reduction, quickly followed by another. If the brakes work quick action you can be sure the trouble is at the head end of train.

After recharging to standard pressure set them again with about seven pounds reduction and look for the brake piston that has not moved out. Cut out this brake and try again to see if you have the right one, for this trial catches the leaking brake as well as the "kicker."

If you do not find it in the first lot cut in some more cars and try again. A "kicker" will not always set at the first moderate reduction and will work quick action at the second. If the "kicker" is a New York triple watch for the dust blowing away under the triple when the train pipe air blows toward the ground.

In the winter time moisture in the triple valve cylinder may freeze and stick the piston that is otherwise in good order.

Westinghouse E T No. 6, Brake Operation.

LIMA, O., March 9, 1909.

EDITOR JOURNAL: The operation of E T No. 6 brake valve is about the same as the old style G 6 valves, with few exceptions, such as in full release the E T valve will make a direct supply of main reservoir air pass to train pipe that will charge up train pipe and release the triples in train and make distributing valve on engine go to their release position if the brakes are set; but as the rotaries in both brake valves control the

release of air from distributing valve, this air cannot release in full release of automatic brake valve because this release port is blanked, as both brake valves can release this air from application cylinder and chamber. The automatic valve can only release this air in running position, while the independent valve can be placed in full release to let this air escape; and, again, as long as the automatic is in running position the independent valve has only to be placed in running position also to release, and this air can be released slowly as moving at different intervals between running and holding positions of automatic valve to graduate off any amount of this air from application chamber as desired. The independent valve can release, regardless of the position of the automatic brake valve. The release position of the distributing valve with the slide valve of same makes the part connection between application chamber and the release pipe all one exhaust of application pressure that is released in the different positions of brake valve already mentioned.

The automatic brake valve is supplied with main reservoir air direct and on top of rotary and also an indirect supply that is reduced down to the standard pressure in train pipe—usually 70 pounds—which in running position this air charges train pipe to the given pressure ready for use. The automatic valve has an extra position which is called holding position, between running and lap positions, for the purpose of holding the pressure in application chamber cylinder after this has been set, and will hold brake applied, and at the same time all other parts register the same as in running position, allowing train pipe to be charged up to the given train-pipe pressure.

In full release, running and holding positions, the rotary allows main reservoir air to flow to low pressure governor and control the pump in these positions, which is set for 90 pounds. But in the next positions, lap, service and emergency, the low pressure governor does not get air from brake valve; so, it will cut out the low pressure and allows the

high-pressure governor to control the pump, which is usually set at 130 or 140 pounds. This high pressure is for a prompt release of all brakes when using brakes on long trains. The air at the high-pressure governor is connected direct to main reservoir pipe.

In lap position is to blank all parts in rotary and prevent any loss of main reservoir air, if there is a break in train pipe or bursted hose, and also to hold brakes set between one or more reductions till the brake is either to be released or set harder till the brake is set in full.

In service position all parts are blanked except the preliminary exhaust port to equalizing chamber D in the seat, which rotary will connect the air to exhaust, allowing the train-pipe air to lift the equalizing piston to raise, and this may be continued at the will of the engineer.

When in emergency the rotary connects train-pipe port direct with cavity in rotary with the direct exhaust, and also drains off the air from chamber D equalizing reservoir; and the port in rotary also connects main reservoir air to a port *u* in the seat to flow to application chamber of distributing valve with the air from pressure chambers to the application cylinder raising this pressure, setting engine brake with the greatest maximum pressure in the shortest time possible, and the safety valve in distributing valve will not let this pressure get higher than for which it is set.

The equalizing piston of distributing valve works about the same as a triple, as the pressure chamber is charged the same way as an auxiliary—by a triple—and moves to the reduction in train pipe, making port connection between pressure chamber and application cylinder that in turn will operate the application piston and close the brake-cylinder exhaust; and also application slide valve connected to piston will admit main reservoir air; the equal amount of that in application chamber into brake cylinder and graduating spring, being compressed, will force piston partly back, but not enough to open brake-cylinder exhaust; but the application slide valve will cut

off main reservoir air from brake cylinder. This operation continues at the will of the engineer, and these reductions can be continued till the pressure in application chamber are equalized with pressure chamber; and if the application chamber is once applied with any given pressure the brake-cylinder pressure will be constantly supplied with main reservoir air, if there are any leaks in brake cylinder or pipe, automatically, without any more reductions by the engineer.

When the independent brake valve is operated it is supplied with reduced pressure from main reservoir at 45 pounds; that will limit the greatest amount of air that can be had in brake cylinder by the operation of this brake valve, but as this brake valve in the slow or quick application positions can regulate the amount that is desired in brake cylinder or can graduate same out of application pipe and chamber; this independent operation does not operate the equalizing portion of distributing valve, but puts the application piston into operation.

By studying the names of ports in rotary and seats of brake valves and distributing valve, and the connections made in different positions, following a piping diagram of E T, it can readily be understood.

Fraternally yours,
C. H. TOWE.

Engine Would Not Move—Possible Reason.

CLARKSVILLE, TENN., May 9, 1909.

EDITOR JOURNAL: In reply to Bro. H. J. B. of Pittsburg, Pa., to why engine would not move, would say that I once had the same experience. I was on an accommodation train and headed in for a train and there were some cars on siding and had to shove into clear, and steam chest was full of steam when I stopped after getting into clear. After train I met left I started to back out but could not move reverse lever. I got down and examined everything and could not find anything wrong. I got up again and tried to reverse again but could not move lever. I came to the conclusion that the relief valve did not relieve steam chest, so got down and took a bar and opened

relief valve and then I could reverse engine with one hand. This engine had slide valve but not balanced. Perhaps that was the Brother's fault.

This is the only reason I can see why reverse lever could not be moved, unless link block pin or plate struck saddle.

Hope others will answer.

Yours fraternally,

J. B. GUNN, Div. 215.

Electrical Railroading.

BY ELWOOD GRISSINGER.

PART XXXVIII.

Utilizing the examples of working current and magnetizing current found in the May article, the following tabulation is given to show that the magnetizing current of an induction motor has a large effect upon the total current of such a motor when running under light loads, and a relatively small effect upon the total current when the motor is fully loaded:

From table in the last article, it is noted that when the work current is 2, the total current is 10.2, or an increase of 410 per cent; when work current is 10, the total current is 14.1, or an increase of 41 per cent; when work current is 18, the total current is 20.6, or an increase of 15 per cent; when work current is 34, the total current is 35.6, or an increase of 5 per cent.

The preceding table and the statements and description of currents from which the table is made are true as far as they go, but there is still another element to be considered in the case of induction motors, and this is termed "magnetic leakage." In all forms of direct-current dynamos and motors, the larger part of the magnetic lines of force which are induced through the field poles by virtue of the field current in the field coils surrounding the field poles, passes into and through the armature core and become useful lines of magnetism. A portion of the lines of force induced through and about the field poles pass through the air spaces between the poles, from one pole to another and from the pole to the yoke or the frame supporting them. This

leakage of lines of force in such a dynamo or motor has been termed a "stray field."

The same kind of leakage is found in induction motors. A portion of the magnetism which is induced in the stator core does not get into the core of the rotor, or secondary element of the motor. There is a leakage of the magnetic lines directly across the teeth (the spaces adjacent to the teeth or between the teeth are the slots) of the primary or stator portion of the motor, and these lines are therefore ineffective so far as performing useful work is concerned. There are also magnetic fields set up by the action of the induced currents in the secondary part or rotor of an induction motor. These last named fields do not all pass back through the primary or stator part of the motor but close around the secondary turns thereby producing what is known as a "choke-coil effect," and this has the effect of increasing the primary leakage of magnetic lines previously referred to. The magnetic leakage in the primary or stator part of an induction motor causes a lagging current, already mentioned, or in general, causes a greater lagging current than that caused by the magnetizing current alone, which virtually means that the amount or strength of magnetizing current is increased.

The increase in magnetizing current due to magnetic leakage is practically negligible at small loads upon a motor, is of an appreciable amount at full load of the motor, and increases greatly with overloads upon the motor. The amount of magnetic leakage depends largely upon the design of the motor; it can be minimized by proper design. In this connection, it is well to add that the maximum torque and the starting torque of induction motors are largely determined by the degree of magnetic leakage. Anything which tends to increase or add to the lagging currents in alternating-current circuits is objectionable for the reason that the presence of lagging currents causes a drop in the voltage which generators deliver to the external circuits and a drop in pressure along the lines of distribution as well. The variation in the

actual working load upon induction motors can be taken care of so that the variation in the voltage will not prove annoying, provided the strength of the lagging currents remain approximately constant. If, however, the lagging currents increase considerably with increasing load conditions, then the variations in load upon motors is more likely to cause disturbances.

The presence of lagging currents in alternating current circuits brings us to the consideration of power factor of such circuits and of the translating devices connected therewith. It was explained how some of the current was useful and some of it was other than a work current; how the apparent electrical energy in alternating-current circuits supplying power to various types of translating devices was always in excess of the true energy of the circuit, etc. The power factor of a circuit, a motor or other translating device is a term which has been applied to the relation between the work current (the current which is useful, and which would be the only current if there were no lagging component) and the total actual current flowing. If the work current be divided by the total current, the quotient will be the power factor in per cent of 100. If the work current and the total current are equal in amount, the power factor will be unity or what is termed 100 per cent power factor. This is the ideal condition. The power factor of some circuits in commercial service may be as low as .50 at times. If the power factor of distributing circuits or of a power station supplying energy in the form of alternating currents can be maintained at .85 or better, it is regarded good practice.

If we use the same table as given in the first part of this article, we can calculate the power factor for the particular motor in question from the data there given, or when work current is 2, total current 10.2, power factor will be 19.6 per cent; when work current is 10, total current 14.1, power factor will be 70.9 per cent; when work current is 18, total current 20.6, power factor will be 87.4 per cent; when work current is 34, total

current 35.6, power factor will be 95.5 per cent, from which it will be seen that for motors running under light loads the power factor is relatively very low. When, therefore, the power factor of the circuits leading from generators to translating devices is less than unity or 100 per cent, it means that the generator must carry more current in amperes than it would if the power factor were unity, based upon the same amount of true electrical energy which is being converted into mechanical work. Thus, if the power factor of a circuit is but 50 per cent, and the amount of true energy which is to be utilized were 100 horsepower, then the generator would have to be designed large enough to carry the equivalent strength in amperes represented by approximately 200 horsepower; or a generator of nearly twice the size of what it would be if the power factor were unity or 100 per cent. The importance of power factor in its relation to the design of alternating-current power stations, to the design of distributing station, transmission lines and all apparatus connected therewith, can readily be seen. When not given the consideration which it should have, there soon comes a time when the station apparatus and lines are loaded beyond their proper carrying capacity, while even then the true energy taken from the lines and apparatus may be less than the true rating of the equipment. To look at it in another way, the amount of true energy being generated, distributed and sold, may be considerably less than the true capacity of the equipment, which means a heavy loss in operating efficiency.

The torque of a motor armature is the moment tending to turn the armature about its axis, and therefore, the turning moment which the armature gives to the pulley mounted upon its shaft. The torque of any motor armature is independent of the speed and varies only with the strength of current in the motor and the strength of the magnetic field. Thus far only the so-called constant-speed types of induction motors have been considered, and for the present the variable speed motor has no place in this article.

With the constant-speed type of induction motor, the speed of the motor is synchronous with the speed of the generator supplying it with power, i. e., if the generator is delivering energy at a certain speed, then, when the motor is running without load, it will have the same proportionate speed as the generator, changing its speed only when the speed of the generator changes. This, within a relatively wide range, is independent of the voltage. The voltage may vary considerably without the speed of the motor changing. When, however, a load is put upon the constant-speed type of induction motor, it immediately begins to drop in speed. When such a motor is running without a load, the armature exerts no torque. As the load comes on, however, the armature begins to exert a torque and coincident therewith the speed of revolutions of the armature shaft begins to fall below the no-load speed. The decrease in speed is almost in exact proportion to the increase from no-load torque to full-load torque. In other words, if the speed of the motor at full load is 4 per cent less than at no load, then the decrease in speed will be 1 per cent at one-quarter load, 2 per cent at half load and so on. This falling off in the speed of constant-speed induction motors has also been termed the "slip."

The speed characteristics, torque, energy absorbed and converted into mechanical work, etc., can be plotted in the form of curves, thus showing graphically the changes in electrical conditions, speed, etc. A set of such curves, an explanation thereof, and a description as to how they are made, will be offered in a succeeding article. Some reference to the features which such a set of curves will reveal will, however, be made here. The speed of a constant-speed induction motor under load decreases as the torque increases until the point of maximum torque is reached, which is usually a torque about four times that represented by the torque of the motor when fully loaded. This point of maximum torque is usually reached at about two-thirds of the no-load speed of the motor. At lower speeds than this, the torque is less than

the maximum, while at zero speed, the torque may be but twice the torque of that at full load. The torque at zero speed, therefore, is what may be termed the starting torque of the motor when the motor is connected directly to the circuit supplying it with power. The speed at which the maximum torque will occur will depend upon the design of the motor. In the variable-speed types of induction motors, however, the speed falls more rapidly as the load upon the motor increases, while the torque of the motor armature increases as the speed decreases until zero speed is reached, when in this type of motor, the torque is a maximum, or in other words, the maximum torque is the starting torque.

The starting torque of a constant-speed motor, when it is connected with the circuit, varies with different motors. In general, however, for motors less than 100 horsepower in capacity, the starting torque is about twice that found when the motor is fully loaded. As a rule, this starting torque is greater than is necessary for ordinary work. The motors are, therefore, not connected directly to the circuit supplying them with power, but are connected through the medium of auto-starting devices, compensators or an equivalent arrangement. These various methods of starting and stopping motors were described in a preceding article. The use of the starting devices referred to reduce the voltage delivered to the motor at starting and the starting torque of the motor is less as a result of the introduction of equipment which lowers the voltage at the motor terminals.

The starting torque of constant-speed types of induction motors varies as the square of the voltage impressed upon the motor terminals. This is true for all speeds, from zero speed to full-load speed. The following table will make this clear:

If impressed voltage is 100 per cent, then the torque will be 100 per cent; if impressed voltage is 90 per cent, then the torque will be 81 per cent; if impressed voltage is 80 per cent, then the torque will be 64 per cent; if impressed voltage is 70 per cent, then the torque will be 49

per cent; if impressed voltage is 60 per cent, then the torque will be 36 per cent; if the impressed voltage is 50 per cent, then the torque will be 25 per cent.

If the starting torque at 100 per cent of the voltage impressed upon the motor terminals is equal to twice the full-load torque of the motor, then, as from the table, when the voltage impressed upon the motor terminals is but 70 per cent of the full voltage of the circuit supplying the motor with power, the torque of the motor will be equal to one-half of the starting torque, or full-load torque. The same table shows also that if the voltage at the motor terminals be reduced to one-half of the full value of the circuit supplying the motor with power, the torque of the motor will then be equal to one-half of the full-load torque.

A 50-horsepower motor, for example, may be started by applying 70 per cent of normal voltage to its terminals. With this voltage it will develop full-load torque at the start. As the speed of the motor increases from the position of rest the torque increases until about two-thirds synchronous speed is reached; the torque of the motor then decreases, and if there should happen to be full load upon the motor, the torque would just about be sufficient to carry the load at a speed approximately 10 or 12 per cent below synchronous speed. Should the full or normal voltage be then thrown upon the motor it would quickly come up to its normal full-load speed. If, therefore, less than full-load torque is sufficient for starting, a lower voltage can be applied.

Type K Freight Valve.

The Westinghouse Air Brake Company of Pittsburgh has recently issued an illustrated and descriptive instruction pamphlet No. 5030. It deals with the type K freight triple valve, and the booklet supersedes the issue of May, 1907, on the same subject. Those who desire to acquaint themselves with the details and operation of this excellent piece of air-brake mechanism should write to the company for a copy.—*Railway and Locomotive Engineering.*

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

ATCHISON, KANS., April 16, 1909.

EDITOR TRAIN RULES DEPARTMENT:

There has been considerable discussion on the following train orders and I will be glad to have your opinion through the JOURNAL. Train No. 4 runs A to G, and train No. 1 runs G. to A. At G No. 1 gets Order No. 1 reading, "No. 4 will run one hour late A to G." At F No. 1 gets Order No. 2 reading, "No. 4 will run two hours late A to G." At E No. 1 gets Order No. 3 reading, "Order No. 2 is annulled."

The question is, can No. 1 use Order No. 1 after Order No. 2 is annulled, or did Order No. 2 supersede Order No. 1?

NIS. NISSEN.

Answer: After Order No. 2 is annulled train No. 1 can use Order No. 1. The reason they can do so is because Order No. 2 does not in any way affect Order No. 1, and before Order No. 3 was sent both orders were in effect. When Order No. 2 was issued it annulled Order No. 2, but did not supersede or annul Order No. 1. It is well to remember in such cases that train orders are in effect until fulfilled, superseded or annulled, and that an order is never superseded unless the words, "instead of —" are used. If Order No. 2 had read, "No. 4 will run two hours late A to G instead of one hour late!" then Order No. 1 would have been superseded, and when Order No. 2 was annulled it would have left No. 1 without any orders against No. 4.

Orders to run late are fulfilled at each station as the time expires; for example, when No. 4 is one hour late at A Order No. 1 is fulfilled so far as A is concerned, at B it is fulfilled in the same manner and so on until the last station named in the order is reached. When a train holds several orders to run late, none of which are superseded, each order is fulfilled in turn when the train becomes as late

as stated in such order at each station within the limits named in the order.

FORT WORTH, TEX., April 25, 1909.

EDITOR TRAIN RULES DEPARTMENT:

We have been working under the Standard Rules for several years, but the use of the "right over" order has been denied us. The new Standard Code will soon be put into effect and this order will be used. There has been much discussion about it, and if you will give me your understanding of the following cases it will help us.

Order No. 1: No. 1 has right over No. 2 A to Z.

Order No. 2: No. 2 will meet No. 1 at M.

Question: On these two orders, which train holds main track and why?

Order No. 3: Order No. 2 is annulled.

Question: What does this order do to Order No. 1?

If you decide that Order No. 3 also annuls Order No. 1, or rather, that Order No. 1 was superseded by Order No. 2, please explain why?

T. R. C.

Answer: The Editor of this department wishes to state in the first place that he has used these orders and that they are not mere paper questions, but are orders which are in use, and the combination is not uncommon.

Under Orders No. 1 and No. 2 the trains will meet at M, and No. 2 must sidetrack for No. 1 for the reason that a Form C (right of track) order simply reverses the rights of trains and Order No. 2 does not supersede or annul Order No. 1, or in any way reverse its authority. That is, train No. 1 is still superior by right to train No. 2 after they receive Order No. 2, and Rule 88 provides that, at a meeting point, the inferior train must take the siding. You will note that this rule refers to an inferior train, it does not matter how they are inferior, they may be inferior by right, class or direction. In the case under consideration they are inferior by right.

When Order No. 2 is annulled the trains fall back upon the provisions of Order No. 1, and train No. 2 remains an inferior train to train No. 1, and No. 2

must clear the time of No. 1; this for the reason that orders once in effect remain so until fulfilled, superseded or annulled.

GREENFIELD, MASS., April 25, 1909.

EDITOR TRAIN RULES DEPARTMENT:

When extra trains are run on the B. & M. the number of the extra is shown in the headlight. When trains are double-headed the number of the leading engine is used to designate the train, and is shown in the headlight. In case anything happens to the leading engine so that it becomes necessary to put the other engine ahead, it is the practice of our dispatchers to instruct the engineman of the second engine to display the number of the other engine in front of the headlight when he is put ahead. Do you think this is a safe method? C. L. F.

Answer: We see no chance for accident in using the number of the second engine instead of the first to designate the number of the extra under such circumstances, as long as the engine whose number is used remains in the train.

The American Railway Association requires that the number of the leading engine be used to designate an extra by when more than one engine is on a train, but in a case as above it is probably better to retain the original engine number to designate the extra by, after they have started on their trip, than it would be to change, on account of train order complications which would otherwise result. Because when an extra is originated it must be given orders against all opposing extras, and it is not a good plan to change these original orders unless it becomes absolutely necessary.

COVINGTON, KY., April 28, 1909.

EDITOR TRAIN RULES DEPARTMENT:

Please answer the following: On time-table 97 No. 4 is due to leave Chattanooga at 12:25 a. m. On new time-table 98, which takes effect at 12:01 a. m., April 7, No. 4 is due to leave Chattanooga at 10:25 p. m. Can No. 4 leave Chattanooga after the new time-table takes effect, or will they wait till 10:25 p. m., April 7, to start? M. J. C.

Answer: Under the Standard Code, No. 4 cannot leave Chattanooga until 10:25 p. m., April 7, as the new schedule does not authorize train No. 4 until that time.

BUFFALO, N. Y., April 24, 1909.

EDITOR TRAIN RULES DEPARTMENT:

Train No. 7 got Order No. 1 at A stating that No. 7 would not leave B without a 31 order. When No. 7 arrived at B they got a 19 order reading, "Order No. 1 is annulled." Can No. 7 proceed after getting Order No. 2, or must they have a 31 order as directed by Order No. 1?

MCKINNEY.

Answer: Order No. 1 states a condition that must be obeyed; that is, No. 7 must get a 31 order at B; but Order No. 2 annuls Order No. 1 and in consequence the command contained in Order No. 1 is of no effect. Any order can be annulled.

RECENT A. R. A. RULINGS.

The American Railway Association was recently asked, If an engine has been given an order to run extra A to B, has this extra right to proceed to the telegraph office which is located at the extreme end of the passing siding at B, providing there is no superior train due to compel them to take siding, or do the Standard Rules require that they head in at the first switch?

The answer was to the effect that the extra train expired at B, and it must head in on the siding and clear the main track at B. If for any reason it is necessary for the extra train to go down the main track at B to the extreme length of the siding, it can do so only under protection.

This ruling bears out the interpretation of similar questions as answered through this department from time to time.

The question in regard to markers was also submitted to the committee. Under the rules providing that signals shall be displayed on each side of the rear end of every train to indicate the rear end of the train, is it proper or not to display markers on both the caboose and the

helper of trains to which helpers are attached?

The committee replied that to answer the question specifically depends upon what the helper is. If the helper is running as an extra train then both the train which it is assisting as well as the helper must display markers as well as class signals. If, however, the helper is without train orders and couples in as a part of the train which it is helping, then the markers must be displayed on the helper and not upon the caboose of the train which it is assisting. Markers displayed upon the caboose and upon the helper would indicate that they were two independent trains closed up.

Another question was asked the committee in regard to a train arriving at a station where there was an arriving and leaving time shown on the time-table, say, 11 hours and 55 minutes late on the schedule arriving time; can this train leave that station any time within 12 hours of its leaving time?

The committee's reply was "Yes." A train arriving at station less than 12 hours late on its arriving time does not lose its right. It has fulfilled that part of its schedule; after which, the leaving time only at that station need be taken into consideration, and if such a train can depart within any time less than 12 hours late on its leaving time, it has, under Rule 82, the right to proceed. Should a train at any point fail to make its schedule within the 12-hour limit, it cannot thereafter resume its schedule without train order, even though it overtakes it.

The rulings of the Association upon these questions are safe and sound and in exact agreement with the answers to similar questions which have appeared in this department, and while the American Railway Association's ruling is not binding on any road, still trainmen may feel perfectly safe in following them when no special ruling to the contrary has been made on the road. The Editor of this department believes that every railroad can and should interpret its rules exactly alike and he is earnestly working to that end.

Brown's Discipline on the Burlington.

Daniel Willard, second vice-president of the Chicago, Burlington & Quincy, has issued an order that, beginning May 1, the practice of suspending from the service employees in the train and engine department because of infraction of the rules, or for other causes, shall be discontinued. Mr. Willard outlines, as follows, the practice to be pursued in future in administering discipline on this road:

"A complete and accurate service history of all employees affected by this order will be kept in the office of each division superintendent, and also in the office of the superintendent of the employment department.

"No entry will be made a part of the record of any man until the case has been fully investigated, and the employee affected will, if desired, be given personal hearing in that connection. Whenever a record entry is made, the man affected will be given in writing an exact copy of such entry.

"Any employee found guilty of disloyalty to the company, of insubordination, or drunkenness, will be dismissed from the service, and will not be re-employed. An employee whose service record clearly indicates that he is not a safe or fit man to retain in the service will be dismissed.

"Promotion will in the future, as in the past, depend upon the service record of the man involved, and upon his fitness for increased responsibilities. When these are equal as between two men, the one older in the service will be given preference.

"An employee, upon his request in writing, will at any time be given a copy of his service record.

"Officers directly in charge of men affected by this order are especially requested to report for entry all commendable actions on the part of such employees, as well as those actions which may justify criticism or reprimand.

"The purpose of this order is to assure constant and permanent employment to those employees whose service records

indicate their fitness for the positions held, or for increased responsibilities." —*Exchange.*

The Electric Telegraph.

J. W. READING.

(Continued from May JOURNAL.)

Recovery is slow after great disasters. When the friends of the Atlantic cable were obliged to acknowledge that their venture had proved a failure, it brought about a feeling of disgust and discouragement. For a time this paralyzed all effort to revive the enterprise. The public feeling was nothing more than might have been expected. The company had not done what was promised, yet they had accomplished much. They had demonstrated the possibility of laying a cable across the Atlantic Ocean and of sending messages through it. This, in a sense, was a triumph.

Men reasoned after sober reflection returned and at length public confidence was partially restored. The first appeal for help from the Atlantic Telegraph Company was made to the British government.

It was apparent that money could not be raised by private capital. The company took the ground that the enterprise should not be considered a matter for private speculation, but a thing of great public and national concern which could and should be taken up by a powerful government in the interest of science and civilization.

To raise the capital for a new cable it was necessary to have better security than the hazards of a vast and doubtful undertaking. Hence, the company asked the government to guarantee the interest on a certain amount of its stock.

The British government, having previously given an unconditional guarantee to a similar enterprise that failed, was not in a mood to give the Atlantic Telegraph Company any consideration. Public confidence in submarine cables was at a very low ebb.

It was not generally known by the public that the principal cause for the failure of the Atlantic cable was because

of its imperfect construction. Of course, the government was ready to help out the company, but would do it in only such a manner as would save payment in case of failure. It, therefore, increased its subsidy from fourteen to twenty thousand pounds and guaranteed 8 per cent on six hundred thousand pounds of new capital for twenty-five years with only one condition—that *the cable should work*. This was considered quite liberal and, under the conditions, was all that could have been expected.

The British government assisted in other ways, one of which was a long course of experiments to determine all of the difficult problems of submarine telegraphy. In 1859, the year after the failure of the first Atlantic cable, the Board of Trade appointed a committee of the most eminent scientific and engineering authorities in Great Britain to investigate the whole subject.

This committee sat for nearly two years, at the end of which time it made a report to the government. The details showed an immense number of experiments, touching the form and size of cables, their relative strength and flexibility, the power of sending messages long distances, and the speed they could be sent, etc.

Not much effort was made to renew the enterprise until 1862. Cyrus W. Field, the one great American who never gave up, was continually urging another attempt. He made frequent visits to Great Britain; yet, times were adverse. The United States had become involved in a civil war which called into the field hundreds of thousands of men and entailed a debt of hundreds of millions of dollars. In this condition the American government had nothing to bestow on uncertain enterprises. Mr. Field spent the summer of 1862 in trying to raise capital in the United States. He visited many of the larger cities and met with a great deal of encouragement as far as words were concerned. Resolutions were passed applauding the project, but *not a man subscribed a dollar*. No doubt they felt just what they said. They could not help but admire the courage of their

countryman. It was inspiring to hear him talk. The people were in doubt. Peering into the future the prospect of dividends was very remote. They considered the thing in the nature of an "air castle"—something that would, perchance, go up like a balloon, never to return to earth again.

The only place to give something more substantial than sympathy was the city of New York. In that city Mr. Field addressed the Chamber of Commerce, the Board of Brokers, and the Corn Exchange, and then he went almost literally from door to door, calling on merchants and bankers to enlist their aid. The result was subscriptions amounting to about 70,000 pounds. A great many of those who subscribed did so more from sympathy and admiration of his indomitable spirit than from confidence in the success of the enterprise. In England, however, the subject was better understood. The science of submarine telegraphy had made greater advances in that country than in America.

In August, 1863, and before the capital was raised, the Board advertised for proposals for a cable suitable to be laid across the Atlantic Ocean. To this request they received, in the course of a few weeks, 17 replies from as many companies, many of them firms of large wealth and experience. Numerous specimens of cables and materials were submitted. The committee of experts making the tests of the cables submitted recommended unanimously that the Board should accept the tender of Messrs. Glass, Elliott & Co., and the general principle of their proposed cable; but advised that before settling on the final specification every portion of the material to be employed should be tested with the greatest care.

Things had advanced to a point where Mr. Field was confident that an expedition would sail the following summer but, by some unforeseen hitch in the arrangements, the money was not forthcoming, or some of the conditions were not complied with, and he had the mortification to receive letters saying the whole enterprise had been postponed for another year.

The new cable being much larger and heavier than the one first laid, it became necessary to have ships of greater tonnage than had been previously employed. This would have proved a serious embarrassment but that a few years before there had been built in England a ship of enormous proportions. The "Great Eastern," whose iron walls had been reared by the genius of Brunel, had been waiting for years for just such a mission. At the time of her construction she was too great for the ordinary demands of commerce. She could not find work worthy of her greatness until the Atlantic Telegraph Company combined to purchase her, as she was about to be sold.

Next to the good fortune of finding such a ship was that of finding an officer worthy to command her, Capt. James Anderson of the "China," one of the Cunard steamers, being the man selected. He was a thorough master of his profession, having followed the sea for a quarter of a century.

On account of shallow water at Greenwich, the "Great Eastern" could not get alongside the wharf. She was lying at Sheerness, thirty miles below, and the cable had to be put on board lighters and taken down to where she lay. This caused great delay in loading the cable. With all the men that could be employed they coiled on board only about two miles an hour, or twenty miles a day. The work began on the nineteenth day of January and continued until June before all of the cable was safely stored on board.

To distribute this enormous bulk and weight it was disposed in three tanks—one aft, one amidships and one forward. The latter, from the shape of the ship, was a little smaller than the others and held only 633 miles of cable, while the other two held over 800 each. All of the tanks were made of iron and were watertight, so that the cable was kept under water until lowered into the sea.

As the work approached completion public interest revived in the stupendous undertaking, and crowds of wonder seekers came down from London.

It was no small affair to equip such an

expedition. Besides the enormous burden of the cable, it was necessary to take on board seven or eight thousand tons of coal. Then, she carried about 500 men, for whom she had to make provision for the weeks they might be at sea. When laden for her voyage the "Great Eastern" had in her a weight of 21,000 tons.

As the time of departure drew near public curiosity was excited. The company was besieged by applications from all quarters for permission to accompany the expedition.

The English Government generously granted two ships of war, the "Sphinx" and the "Terrible," to attend the "Great Eastern." Thus, the whole equipment of the expedition was English. Of the 500 men on board the "Great Eastern" there was but one American, and that was Mr. Field.

To complete the organization and equipment caused such delays as excited the impatience of all on board.

At noon of Saturday, July 15, 1865, the "Great Eastern" weighed anchor and passed around the coast of Ireland to that Valentia Bay where eight years before the Earl of Carlisle gave his benediction on the departure of the "Niagara" and the "Agamemnon," and where a year later the gallant English ship brought her end of the cable safely to the shore.

On account of rough weather there was a delay in landing the shore end of the cable in Valentia Bay. It was just one week after the starting of the expedition before the shore end was carried across a bridge of boats to the beach and hauled up the cliffs. It was Sunday, July 23, 1865, that the big ship left Valentia Bay for the American shore.

From the beginning Captain Anderson had wished to sail on the 23d of June or the 22d of July, so as to have a full moon on the American coast. He desired also to take advantage of the westerly winds which prevail at that season.

Every expectation was realized and the working of all machinery was perfect. The cable glided into the ocean with an ease that made it something of a holiday affair.

However, but a few hours had passed before the booming of a gun awakened all on board with the heavy tidings of disaster. The morning breaks early in those high latitudes, and by 4 o'clock all were on deck inquiring the cause of the alarm. The ship was lying still and the electricians with troubled countenances were passing in and out of the testing room, which, as it was always kept darkened, looked like a sick chamber where some royal patient lay trembling between life and death.

The trouble proved to be only a slight injury to the cable. They were now 73 miles from shore and had paid out 84 miles of cable. The test of the electricians indicated the fault to be ten or a dozen miles from the stern of the ship. The only safe course was to go back and get this on board and cut out the defective portion. It was a most ungrateful operation thus to be undoing their own work, but there was no help for it.

Such accidents had been anticipated. Before the "Great Eastern" left England she had been provided with machinery to be used in case of necessity for picking up the cable. It was at the bow, and, as the paying-out machine was at the stern, the ship had to be got around and the cable, which must first be cut, had to be transferred from one end to the other. This was not an easy matter. The "Great Eastern" was an eighth of a mile in length, and to carry the cable along her sides for that distance and over her high wheel-houses was an operation at once tedious and difficult. But at length the ship's head was brought about and the end of the cable fastened to the pulling-in machine. Fortunately, they were not in very deep water, so that the strain was not very great.

The engine of the pulling-in machine worked poorly and it was impossible to raise more than one mile an hour.

Tuesday morning at 7 o'clock, when they had hauled in a little more than ten miles, the cause of the trouble was found to be a small piece of wire, not longer than a needle, that by some accident had been driven through the insulation until it touched the core.

Electric Headlights.

NEW YORK, February 11, 1909.

To the Editor of the Railroad Age Gazette:

The article in your issue of January 22, reporting a discussion at the Southern & Southwestern Railroad Club, sets forth in all necessary fullness the arguments in favor of the use of 2000-candlepower electric headlights on locomotives, with powerful reflectors. Knowing the views of many of your readers, and with a view to giving a fair exhibit of the facts in connection with headlights of different intensities, I take the liberty of giving you herewith some of the considerations on the other side of the question. At the hearing before the Railroad Committee of the Georgia Senate, preliminary to the passage of the compulsory law in that State, some very interesting testimony was given by railway officers who opposed the bill.

These officers were practically unanimous in their testimony that electric headlights do not increase the safety of trains; they do prevent enginemen from distinguishing signals on opposing trains; they sometimes make colored lights appear white; they increase danger in yards because of their blinding brilliancy; they daze animals, causing them to stand motionless on the track until struck by the locomotive; they are expensive to install and maintain; they have been tried and abandoned by the Pennsylvania and other large roads.

The general manager of the Georgia Railroad Company testified that the use of electric headlights on his road had not lessened accidents. He quoted in confirmation of this view Mr. Higgins, general manager of the New York, New Haven & Hartford, who also said that the lights were objectionable on double track; they blind the enginemen of opposing trains. Vice-President Potter, of the Baltimore & Ohio, said that this difficulty on double-track was the main objection of that company to the electric headlight. On the Philadelphia, Wilmington & Baltimore, where lights were used for a time, people living along

the line objected to having the intense light thrown into their windows. The use of powerful lights and reflectors has been forbidden on electric cars in some cities.

It was shown that the Central of Georgia, with 150 engines equipped with electric headlights, paid \$42,000 for animals killed by trains in the year 1907, as against less than \$10,000 in 1899 with ordinary headlights. The light seems to paralyze cattle with fear. Mr. Gaines, superintendent of motive power, estimated that an electric headlight would cost \$230 a year as compared with \$40 for an oil headlight. These figures do not include depreciation. The Central had stopped putting on electric headlights because they found no special advantage in their use. R. E. Smith, of the Atlantic Coast Line, said that his company had tried electric headlights on a number of engines; if they had been found useful in reducing the accidents the company would have increased their use without waiting for a compulsory law.

Otto Best, of the Western & Atlantic, explained how the lights blind enginemen and often make red lights appear white. Several other railway officers gave testimony which need not be here rehearsed, confirming that which I have quoted.

T. H. Curtis, superintendent of machinery of the Louisville & Nashville, in a report which was sent to the Legislature of Alabama showed how a red, green or white light, like those used on trains, held at the side of an electric headlight, would be invisible to a person standing 500 feet away. An electric headlight in a yard is a nuisance, almost obliterating hand lanterns. In rain or mist the effect on enginemen's vision is annoying, often producing a curtain of light which it is almost impossible to see through. Mr. Curtis told of his experience on the highway in an automobile equipped with two powerful acetylene lamps. These would make visible a carriage 500 feet away, but on meeting an electric street car equipped with an arc light, he was temporarily made totally blind. From the time that he got within 1,000 feet of

such a car he found himself so dazzled that it was dangerous to keep the automobile moving. His acetylene lights were overcome by the electric.

Electric headlights are of no practical advantage to the men on the engine behind them, because, first, they do not enable him to see objects around curves, and, second, they cannot be depended upon to make visible fixed signals a long enough time before reaching them to make it practicable for the engineman to depend on them.—*Cyrus, in Railway Age Gazette.*

Locomotive Boiler Explosion.

A correspondent on the Pacific Coast writes *Railroad and Locomotive Engineering* of a recent locomotive boiler explosion which occurred in his vicinity, resulting in the death of the engineer and fireman and the complete destruction of the locomotive. It appears that the locomotive was proceeding at a rate of about 10 miles an hour, traversing a portion of a shore line where many treacherous slides have occurred. The engineer and fireman were both men of the highest ability and had had much experience in the passenger service. The effect of the explosion was of the most amazing kind, not a particle of the locomotive being left on the track. The rupture had evidently begun in the right leg of the boiler near the mud ring. The locomotive frames had been rent apart, the driving axles snapping as if they had been sawn asunder. Portions of the wreckage were blown over a height of 200 feet on the top of an adjoining cliff; other portions were blown into the bay and the bodies of the engineer and fireman were also precipitated into the water. The engineer was most gallantly rescued from drowning by the conductor and a colored passenger, who risked their own lives in the icy waters at a time when a fierce gale was blowing and while it was still dark, so that they could barely see the distant body of the engineer. Bell ropes were bound together by the assisting passengers and the heroic men and dying engineer were dragged ashore.

The engineer never regained consciousness and shortly afterwards expired. The dead body of the fireman was washed ashore some hours later.

As usual, the coroner's inquest developed a variety of opinions as to the cause of the disaster, the low water theory being advanced by one set of witnesses against the corrosion theory of the opposing set. The discovery of a number of fractured stay-bolts rendered the question more than usually difficult of solution. It would be idle for anyone other than an expert witness of the condition of the boiler immediately after the disaster to speculate at length on the causes that led to that particular disaster. It is for the thoughtful railway man, rather, to exercise a renewed determination in a resolute effort to exercise every precaution possible looking toward the prevention of such disasters. That such explosions are less frequent is a proof that they are preventable. That they occur sometimes in the case of new boilers is proof that other causes besides corrosion lead to explosions. That the majority of these disasters occur in the case of boilers that have been many years in service is also proof that thorough and repeated inspections of boilers should be made at regular intervals, such intervals being shortened as the life of the boiler becomes lengthened.

It is a noteworthy fact that in the report of the British Board of Trade, recently published, in the case of 100 boiler explosions, no less than 76 were clearly demonstrated as being caused by organic weakness due to corrosion as shown in the weakening of the sheets of the fire-box, in some instances portions of the sheets having been reduced from three-eighths of an inch in thickness to less than one-sixteenth. In this regard it is also worthy of note that while locomotive boiler explosions are extremely rare on the British railways, the occurrence of boiler explosions in the agricultural and other industrial works are of much more frequent occurrence, and particularly more so than they are in America. This leads to the logical conclusion that the inspection and consequent high

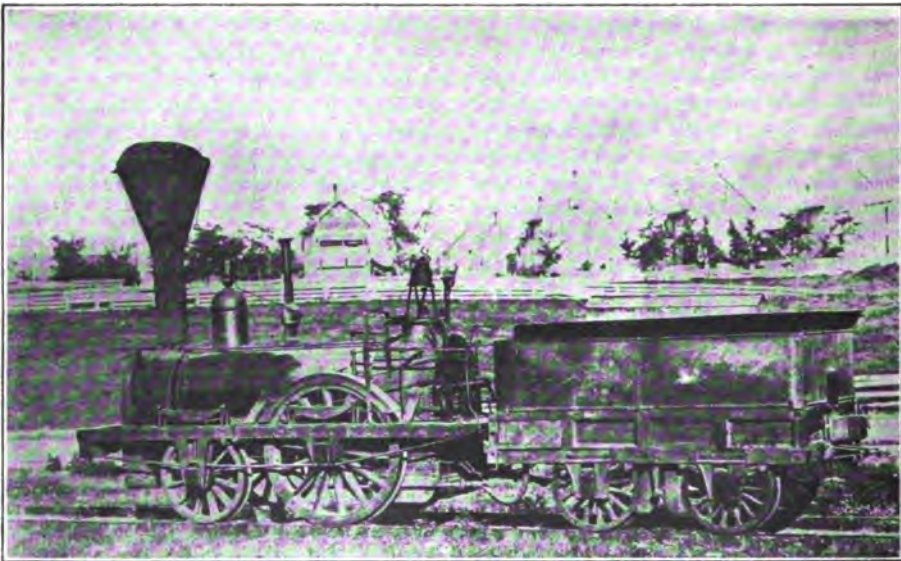
state of efficiency of British locomotive boilers is more marked than is the case with boilers in other branches of service. In the United States the opposite seems to be the case. The laws in regard to boiler inspection are particularly effective in American industrial service generally, and the rarity of boiler explosions, especially in thickly populated districts, is remarkable.

It may be added that the important advance recently made in the laws of the State of New York in regard to inspection of locomotive boilers has undoubtedly

with the titanic forces with which they are intrusted; an illustration of which we find in the amazing destruction caused in the incident to which we have referred.—*Railway and Locomotive Engineering.*

The Average P. R. R. Engineman.

Statistics compiled by the Pennsylvania Railroad January 1, 1909, show that the average age of its 4,802 enginemen is 44 years, and the average length of service 21 years. The average age at



THIS ENGINE WAS BUILT BY ROBERT STEPHENSON & CO., NEWCASTLE-ON-TYNE, ENGLAND, IN 1835, AND MADE ITS FIRST TRIP OVER THE BANGOR, OLDTOWN & MILFORD RAILWAY, ON NOVEMBER 6, 1836, ITS LAST TRIP AUG. 19, 1837.—Courtesy Bro. John O'Leary C. E. Div. 588, Holton, Me.

had a most beneficial effect, and it would be well if other States followed the example set by the Empire State in this regard. Meanwhile, as we have already said, it becomes those in authority in railroad repair shops to keep ever before them the appalling possibilities incident to careless methods of inspection and repair of boilers. At the same time it need hardly be reiterated that engineers themselves, having not only their own lives at stake but also the lives of hundreds of their fellow beings, should exercise the greatest degree of vigilance and unceasing watchfulness in dealing

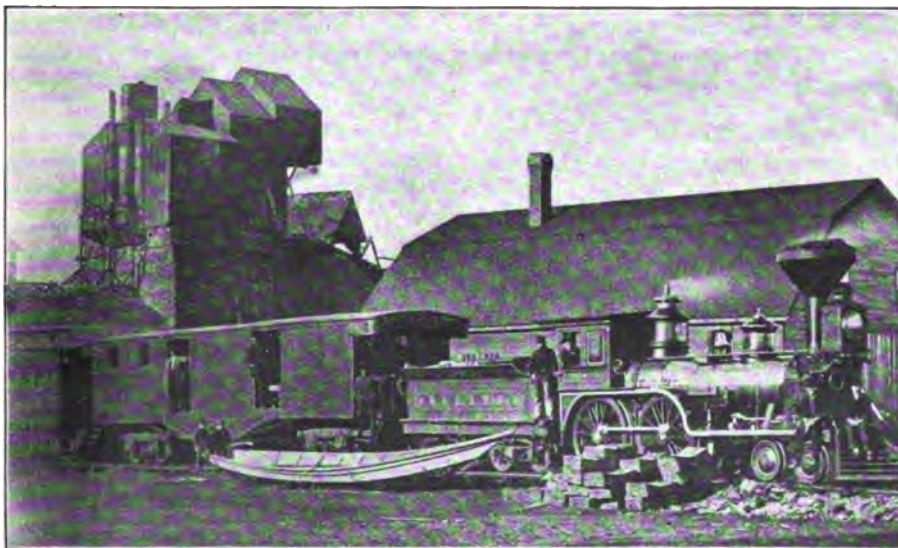
which they were appointed enginemen was 31 years, while the age at which they entered the service was 23 years. Included in these figures are 134 enginemen who have been retired from active service and are now receiving pensions granted them by the company. Their average age is 72 years. Up to the time they were retired these men had served the company an average of 43 years, 36 of which had been spent as enginemen. Their present retired pay amounts to 43 per cent of the average wages for ten years preceding retirement.—*Railway Age Gazette.*

Railroad Gleanings

Electrification of the Illinois Central.

Officers of the Illinois Central have submitted to the city a tentative estimate that the cost of electrifying its suburban tracks from Flossmoor to Randolph street, Chicago, would be between seven and eight million dollars. President Harahan said that the road's engineers were still studying the subject. When conclusions would be reached could not be foretold, but electrification of the tracks along the

1,500 c. p. measured without the aid of the reflector. Of the engines of any company not now equipped, one-fourth must have the lights by April 1, 1910; one-fourth the next year; one-fourth the next, and all by April 1, 1913. The law does not apply to engines regularly used for switching, nor to those used only in the daytime, nor to engines going to shops for repairs. An engine may finish its trip notwithstanding the unavoidable disablement of its headlight, if the light was in good condition when the engine started out. A further exception is



AN OLD INSIDE-CONNECTED LOCOMOTIVE BUILT BY THE HINKLEY LOCOMOTIVE WORKS, WAS RUN BY BRO. JOHN O'LEARY ON THE BANGOR & KATAHDIN RAILWAY, NOW A PART OF THE BANGOR & AROOSTOOK RAILWAY, 1881-2, TAKEN TO THE SCRAP PILE IN 1892.—Courtesy Bro. J. O'Leary, C. E. Div. 588.

lake front probably would eventually be done. L. C. Fritch, consulting engineer, submitted to the city officials a tentative plan for the rearrangement of the road's tracks preliminary to electrification, which would be necessary before the suburban tracks alone could be electrified. —*Railroad Age Gazette*.

Electric Headlights in North Carolina.

The legislature of North Carolina has passed a law requiring electric headlights to be used on all road locomotives within four years. The law specifies an "electric or power headlight" of at least

made of North Carolina roads "independently owned" operating 125 miles or less, and of roads outside the State which operate only 100 miles in North Carolina; further, the corporation commission, in its discretion, may make exceptions. Violation of the law is a misdemeanor. —*Railway Age Gazette*.

The Price of Safety.

Many railroad men hate the word discipline and regard it as a species of revenge against the lower orders, meted out by the higher orders of railroad employees on the principle that some re-

ligious sects believe that God sends one to Heaven and ten to Hell for his own glory. Yet the man who looks upon the working of the human mechanism forming a railroad organization is thankful that unsleeping discipline keeps the forces in that condition of alertness that enables intricate train operations to be conducted without mishap. A mishap or accident of any kind nearly always results from a lapse in vigilance.

When an express train runs into a train standing on the main line, it may safely be concluded that it is a common thing for stray trains to be on the track when an express train is due. A railroad company that permits this dangerous method of train operating to be practiced has no right to run trains at a greater speed than 20 miles an hour. The practice does not, however, always indicate that the railroad through crowded business is unable to keep a clear line for fast passenger trains, but rather that the discipline regulating train movement is lax. No excuse ought to be accepted for any train or engine intruding upon the line on which a fast through train is due. The violation of this rule is generally done by the chance-taker who insanely imagines that he can save time by following dangerous practices. Strict discipline in every-day operating is necessary to make all understand that taking chances will be considered as serious an offense when nothing happens as when an accident results. Unfortunately this sentiment is far from being universally regarded as sound operating doctrine, on the contrary on not a few roads the conductor or train dispatcher who saves a few minutes by taking dangerous chances is regarded as a smart railroader.

The numerous fatal railroad accidents that continue to hold up American railroad operation to the scorn of humanity, call loudly for reform, and the first action toward reform ought to be the making of all concerned understand that fast trains must be given a clear track. The next reform ought to be the general introduction of block signals that will keep trains apart. Much has been done in the past few years in the installment

of block signals, but in many quarters there is a tendency to neutralize that provision for safety by loose discipline. The practice of making block signals permissive—that is giving the engineer permission to pass a danger signal when he thinks that the passing may be done safely—paves the way to the practice of ignoring signals, and putting personal judgment in their place. During excavations that uncovered parts of Pompeii that had been covered by ashes thrown up by Mount Vesuvius, they found Roman soldier guards who stuck to their posts during the death-dealing storm, through sense of duty. That was the spirit that made Roman soldiers conquer the world. Stern discipline of the same kind is necessary with American railroad men if they ever hope to lead the world in efficiency, which means safe operating.—*Railway and Locomotive Engineering.*

Brain Fog.

President Tuttle, of the Boston & Maine Railroad, declares the many railroad accidents are not due to overworking the railroad men nor to lack of safeguards, but to "brain fog," and men guaranteed not to suffer from this psychological disease cannot be obtained. He thinks this mysterious disease which, he says, makes the most competent trainmen temporarily irresponsible at intervals, is one of the greatest problems confronting railroads.—*Railway and Locomotive Engineering.*

Wisconsin Central Leased.

The Minneapolis, St. Paul & Sault Ste. Marie, having leased the Wisconsin Central, will hereafter operate that road as a part of its system, to be known as the Chicago division. The following is a list of officers: President, Edward Pennington; second vice-president and traffic manager, W. L. Martin; general superintendent, G. R. Huntington; general superintendent, Chicago division, E. F. Potter, formerly general superintendent of the Wisconsin Central; general mechanical superintendent, Theodore A. Foque; superintendent of motive power and cars, A. R. Kipp.

Speed Laws of 1816.

The outcry daily growing louder in England against the excessive speed of motor cars lends interest to the following passage from the Annual Register of 1816:

A new coach was started in the spring to run to Brighton, a distance of 52 miles, in six hours. . . . This, however, became alarming, particularly in the populous neighborhood of Newington, through which it passed, and the parish officers there caused information to be laid against the drivers for driving furiously on the public road so as to endanger the lives of his majesty's subjects.

The result of this is to be read in Mansard's "Parliamentary Reports," June 10, 1816.

The Attorney General moved for leave to bring in a bill the object of which was the protection of the lives and limbs of his majesty's subjects by correcting the enormous abuses of stage coach drivers. Within these few days it would be hardly creditable what a number of applications he had received on this subject.

Some accounts were enough to freeze one with horror. A gentleman of veracity had informed him that on Tuesday, May 21, at 5:30, the Trafalgar and Regulator coaches set off from Manchester and got to Liverpool at 8:20, doing this journey in two hours and fifty minutes, at the rate of twelve miles an hour.
—*New York Sun.*

Elections and Appointments.

IN VIEW of the death of Thomas Fitzgerald, receiver and general manager of the Norfolk & Southern, H. K. Walcott and H. M. Kerr, receivers, have been continued by the Federal Court as receivers without a third associate.

MR. W. H. SEAMAN has been elected the president of the Tremont & Gulf, succeeding Wm. T. Joyce, deceased. James Stanley Joyce has been elected the secretary, succeeding J. M. Jenks, resigned.

MR. W. R. BEAUPRIE, formerly superintendent of the Montgomery District of the Atlantic Coast Line Railroad at Montgomery, Ala., has been appointed

general manager of the Atlanta & St. Andrews Bay Railroad, with headquarters at Dothan, Ala.

MR. EDWIN GOULD, president of the St. Louis Southwestern, has been elected also the president of the Wheeling & Lake Erie, succeeding F. A. Delano, resigned.

MR. J. B. STEWART has been appointed special assistant to the general manager of the Erie, with office at New York.

MR. T. G. WINNETT has resigned as president and general manager of the Erie & Michigan Railway & Navigation Co. C. G. Root has been appointed vice-president and general manager.

MR. M. A. MURPHY, general manager of the Duluth, Rainy Lake & Winnipeg, has been appointed superintendent. The following officers of the Canadian Northern have been appointed also to similar positions on the Duluth, Rainy Lake & Winnipeg: J. P. Driscoll, superintendent car service; W. Pratt, Jr., superintendent sleeping and dining cars.

MR. E. C. BLANCHARD, superintendent of the Lake Superior division of the Northern Pacific, with office at Duluth, Minn., has been appointed the general superintendent of lines east of Mandan, N. D., with office at St. Paul, Minn., succeeding F. W. Gilbert, deceased. George T. Ross succeeds Mr. Blanchard.

MR. W. B. CRONK, superintendent of the Smiths Falls section of District No. 2 of the Canadian Pacific, has been elected also the superintendent of District No. 1, with office at Farnham, Que., succeeding T. Williams, assigned to other duties.

MR. J. R. CAMERON, general superintendent of the Canadian Northern, has been appointed also general superintendent of the Duluth, Rainy Lake & Winnipeg, with office at Winnipeg, Man.

MR. ROBERT KING has been appointed the superintendent of District No. 2 of the Atlantic division of the Canadian Pacific, succeeding D. W. Newcomb, assigned to other duties.

MR. W. E. MOORE has been appointed general manager of the Missouri River & Northwestern at Rapid City, S. D.

MR. F. H. THOMAS, superintendent of the Bellefonte Central, has been elected the vice-president and general manager, and his former office has been abolished.

THE Chicago, Burlington & Quincy made the following changes, effective May 10: Mr. H. Byram, general superintendent at Lincoln, Neb., transferred to the general offices at Chicago; Mr. W. B. Throop, general superintendent at Burlington, Iowa, transferred to Lincoln; Mr. L. B. Allen, general superintendent of the Wyoming district, transferred to succeed Mr. Throop; Mr. E. P. Bracken, division superintendent at Galesburg, Ill., appointed to succeed Mr. Allen; Mr. S. H. Shults, division superintendent at Brookfield, Mo., transferred to Galesburg, and Mr. W. C. Welch, assistant superintendent at Brookfield, appointed superintendent at that place.

THE Utah lines of the Denver & Rio Grande have been divided into two divisions, with the following officers: Salt Lake division, Mr. A. B. Apperson, superintendent, with headquarters at Salt Lake; Green River division, O. J. Ogg, superintendent, with headquarters at Helper, Utah. Their respective assistant superintendents are Mr. C. W. King, Mr. F. O. Raymond and Mr. C. F. Roberts. Mr. Raymond is located at Bingham Junction and Mr. Roberts at Tucker. Mr. H. C. Holloway is chief dispatcher, with headquarters at Bingham Junction.

MR. A. B. BAYLESS has been appointed superintendent of the Atlanta division of the Louisville & Nashville Railroad, with headquarters at Atlanta, Ga., vice Mr. C. W. Bradshaw, transferred.

MR. C. W. BRADSHAW has been appointed superintendent of the Louisville, Cincinnati & Lexington divisions of the Louisville & Nashville Railroad, with headquarters at Louisville, Ky., vice Mr. C. A. Davies, deceased.

MR. T. C. WORTHINGTON has been appointed assistant superintendent of the Houston division of the Galveston, Harrisburg & San Antonio, to succeed Mr. J. P. Brennan, who has resigned.

MR. J. B. SPARKS has been appointed the superintendent of the line between

Orendain and Tequila, Mex., of the Cananea, Yaqui River & Pacific, with office at Guadalajara, Mex.

Mechanical.

MR. A. H. GAIRNS, division master mechanic of the Oregon Short Line, with office at Pocatello, Idaho, has been appointed master mechanic of the Idaho division only, with office at Pocatello. Mr. H. Carrick, assistant division master mechanic at Pocatello, has been appointed master mechanic of the Montana division, with office at Pocatello. Mr. George Ross, district foreman at Salt Lake City, Utah, has been appointed master mechanic of the Utah division, with office at Salt Lake City.

MR. W. B. EMBURY has been appointed master mechanic of the Oklahoma & Pan Handle divisions of the Chicago, Rock Island & Pacific Railway, with headquarters at Chickasha, Okla., vice Mr. W. J. Monroe, resigned.

MR. W. F. HAYS has been appointed foreman on the Atchison, Topeka & Santa Fe Railroad, with headquarters at San Bernardino, Cal.

MR. GEORGE W. ROBB has been appointed assistant master mechanic of the Grand Trunk Pacific Railway at Rivers, Manitoba.

MR. D. J. MCCUAIG has been appointed general foreman, motive power department, on the Grand Trunk Railway at Ottawa, Ont.

MR. E. D. ANDREWS, master mechanic on the Chicago, Burlington & Quincy Railroad at Sterling, Colo., has been appointed master mechanic of the Omaha division on that road, with headquarters at Omaha, Neb.

MR. G. E. JOHNSON has been appointed master mechanic of the Wymore division of the Chicago, Burlington & Quincy Railway at Wymore, Neb., vice Mr. A. B. Pirie, assigned to other duties.

MR. CHARLES COLEMAN, formerly assistant master mechanic, has been appointed master mechanic of the Northern Iowa & Sioux City divisions of the Chi-

cago & Northwestern Railroad, with headquarters at Eagle Grove, Ia.

MR. H. W. PETERS has been appointed assistant master mechanic of the Iowa division of the Chicago & Northwestern Railway, with headquarters at Boone, Ia., vice Mr. C. Coleman, promoted.

MR. ROBERT FRENCH, formerly general foreman of the Southern Pacific Company at Oakland, Cal., and later master mechanic at Bakersfield, has been appointed to the position of superintendent of motive power and equipment on the Guatemala Central Railroad at Guatemala City, vice Mr. W. S. Templeton, deceased.

MR. A. B. VAUGHAN, mechanical foreman of the Louisville & Nashville shops at Lexington, Ky., has retired after 50 years of continuous service with the company. He is the second oldest employee connected with the system.

MR. T. A. LAWES has been appointed master mechanic of the Southern Indiana and of the Chicago Southern Railway, with headquarters at Bedford, Ind., vice Mr. G. A. Gallagher, resigned.

MR. S. S. RIEGEL has been appointed mechanical engineer of the Delaware, Lackawanna & Western at Scranton, Pa., vice Mr. J. A. Mellon, resigned.

MR. H. B. WHIPPLE has been appointed master mechanic at North White Plains on the N. Y. C., vice Mr. W. H. Foster, transferred. Mr. W. A. Deems, master mechanic of the Mohawk & Malone and the St. Lawrence & Adirondack divisions of the N. Y. C. lines at Tupper Lake. Mr. C. B. Keiser, master mechanic of the Pennsylvania tunnel and terminal, with headquarters at New York, N. Y.

MR. W. H. FOSTER has been appointed master mechanic on the New York Central at High Bridge, vice Mr. H. L. Raymond, resigned.

MR. E. V. WILLIAMS has been appointed general foreman of locomotive department of the New York Central & Hudson River Railroad, with office at Avis, Pa., vice Mr. H. R. Whipple, promoted.

MR. JOHN J. BRADY has been appointed general foreman of the Harlem divi-

sion of the New York Central & Hudson River Railroad at North White Plains.

MR. JAMES BLAIR has been appointed mechanical foreman on the Intercolonial Railway at Stellarton, N. S., vice Mr. H. D. Mackenzie, promoted.

MR. JAMES DUGUID, formerly foreman of the machine shop of the Grand Trunk Railway at Stratford, has been appointed general foreman on that road at Toronto, Ont., vice Mr. J. C. Garden, promoted.

MR. A. J. EDMONDS, general foreman for the Sioux City and Dakota divisions of the Minneapolis, St. Paul & Sault Ste. Marie Railway, has been transferred to a similar position on the same road at Madison, Wis.

MR. J. R. LAIZURE, general foreman on the Erie Railroad, has been transferred from the Hornell shops to those at Susquehanna, Pa., and Mr. Harry Chamberlain, who has been in the Cleveland shops, goes to Hornell.

MR. J. D. SKEEN has been appointed road foreman of engines of the New York Central Lines, with headquarters at Mt. Carmel, Ill.

MR. C. C. WALLACE has been appointed road foreman of engines of the Peoria & Eastern Division of the New York Central Lines, with headquarters at Kansas City, Mo.

MR. P. J. RYAN, formerly with the Lake Shore, has been promoted to be traveling engineer of the Lake Erie & Western Railway at Lima, O. He will have charge of the Sandusky-Tipton Division.

MR. J. SCOTT has been appointed road foreman of locomotives on the Canadian Pacific Railway at Saskatoon, Sask., vice Mr. L. Fisher, transferred.

MR. L. FISHER, formerly road foreman of locomotives on the Canadian Pacific Railway at Saskatoon, Sask., has been appointed road foreman of locomotives at Souris, Man., vice Mr. J. Scott, transferred.

MR. F. T. SEAVERN has been appointed road foreman of engines on the Wisconsin division of the Chicago & North Western Railway, with headquarters at Chicago, Ill.

Selected Reading.

Experience Best Teacher.

Experience gained in the actual battles of life in the labor movement is the best teacher and forms the rule and guide by which the careful painstaking loyal men of labor are actuated in forming conclusions. Experience in all walks of life has demonstrated that an ounce of preventive is better than a pound of cure. Sane people and successful governments of all kinds have rules and brakes by which disasters may be averted. The International Union has always believed in strikes when necessary and unavoidable to enforce just demands and maintain fair conditions and has created a strike or reserve fund for this very purpose. Experience dearly bought, some of which was obtained while some of the present members were yet unborn, has brought about the enactment of rules and brakes which may be applied when prudence and discretion may make it necessary.

Among these necessary precautions is the agent and arbitrator concerning which there has recently been so much agitation in certain quarters.

The present laws which seem so obnoxious to certain members who never were in accord with the safe, sane and successful policy of the International Union, are not the result of one strike, but rather hundreds of them.

The International Union has had strikes since its very first existence as such. One of the first strikes in our trade of which we have any available record occurred in Tom Little's shop in Baltimore soon after the union was formed there in 1851 and they have occurred regularly ever since.

We will mention only a few of the more important ones—the ones which caused the enactment of our present admirable strike laws, including the arbitration plan. One of the early disastrous and many say foolish strikes occurred in 1869 when owing to a scarcity of cigar-makers employers introduced the molds. These strikes were general and were

mostly failures and did more to retard the growth of the union at that time than any other one or more things. The next great strike occurred in 1877 and was known as the tenement house strike which lasted 107 days, 1,000 families were evicted from their homes; 1,000 loaves of bread and 2,500 pounds of meat were distributed daily. Over 7,000 people joined the union during the strike, which was partly successful. Only a handful, about 150, however, remained true to their obligation after the strike terminated.

The strike, however, aroused the cigar-makers all over the country and was one of the best organizing affairs that ever happened.

It demonstrated the necessity of high dues and a chain of benefits which were started at the convention held in 1879, when the International Union was started on its present sound financial footing. One of the next great strikes was in Milwaukee, Wis., in 1881, which lasted about 10 months and cost the International Union \$51,640.65, aside from \$24,113.46, which was contributed through local assessments and voluntary contributions by members and unions in the International Union and \$887.85 which was contributed by unions not affiliated with the International Union. Total \$76,641.96. The membership was about 11,000.

While the present laws concerning arbitrators and agents were adopted at the Cincinnati convention in 1885, which followed the Cincinnati strike, they were not simply the result of that strike, but were the result of the experience gained from that and many, many other strikes which preceded it. The true union man who thoroughly believes in the trade union movement with the best interest of the trade movement and our own craft at heart has observed passing event and has profited by the experience gained. Young men and new members are constantly coming into the International Union who only know of the past experience of the International Union as they may learn it from others and recorded history. Hence that history should not only be correct

but recorded by those who are thoroughly in sympathy with the trade union movement and who have faith in its ability to finally succeed. Greater problems confront the International Union today than ever before in its history. There is greater need of sound protective laws today than ever before. Since we pay more than the strike benefit there is the added necessity of being at all times in a position to protect the funds and the very life of the organization not so much against any action of our own members but against the onslaught of hostile manufacturers individually and collectively.

—*Cigar Makers' Official Journal.*

Caesar's Faith in Caesar.

BY JOHN K. LE BARON.

Confidence is the soul of every enterprise.

It is the basis of every business, the cornerstone of society itself.

Shake the confidence of the commercial world and you precipitate a panic.

Restore lost confidence and the pulse of business again throbs with renewed life.

That fatal Black Friday in 1873, when Jay Cooke & Co. failed, destroyed public confidence and brought on one of the most disastrous panics in the history of man. "Thousands of honest laborers became tramps."

Business methods have greatly improved in the last quarter of a century.

Men have come to appreciate the commercial value of confidence.

Reputation in business is the fruit of confidence.

Self-confidence is the secret of achievement.

The negative element in self-confidence is conceit.

William Rufus, the red king, despite the fact that he had no man's respect, had the confidence of the people in his ability to win.

His self-confidence gave others confidence in him, but confidence without respect is only half a victory.

"The perfect victory is to triumph over one's self," says a Kempis.

Cæsar's faith in Cæsar made him "the foremost man of all this world."

In 1796 Napoleon wrote to the Directory: "In the persuasion that your confidence was reposed in me, my actions were as prompt as my thoughts."

Without that public confidence not even the arrogance, the selfishness and the genius of Napoleon could have won.

Speaking of those moments of fear which even the bravest soldiers experience, the little Corsican says: "That terror proceeds from a want of confidence in their own courage."

General McClellan lacked the confidence in himself that is a decisive element of victory. Probably the finest disciplinarian in the war of the rebellion, he failed to conquer because he lacked the courage to act.

Lack of self-confidence was "Little Mac's" Waterloo.

A large Manchester firm gave Richard Cobden unsecured credit in the sum of \$200,000 when he was a young man.

The firm had built up its enormous business by trusting young men of good habits, and it had confidence in Cobden's character.

Lincoln was a marked example of the truth of the old proverb, "Confidence begets confidence."

His modesty was coupled with an implicit faith in himself, his own judgment and the cause that was a part of his existence.

In spite of their pique and their resentment, his cabinet members had a reserve respect for their great leader and a confidence in his judgment. His tremendous personality was all conquering.

His was "the faith that makes faithful."

The triumph of John Wesley was one of the most remarkable in religious history.

His indefatigable industry, cool judgment, moderation, patience and ambition, which Green, the historian, says "marked him as a ruler of men," would have counted for little had he not had the utmost confidence in himself.

Many a man fails because he feeds on failure.

To have confidence in one's self is to be fortified against defeat.—*Milwaukee Sentinel*.

Build is Mitchell's Motto.

The Free Synagogue's congregation was addressed recently by John Mitchell, of the National Civic Federation, formerly President of the United Mine Workers, on "Industrial Unrest."

Rabbi Wise introduced Mitchell as one 'the wisest, sanest, truest and most statesmanlike leaders of industrial forces. Mitchell said:

"The trade-unionism movement is the best agency of our day through which the problem of labor may be solved rationally and constructively. I do not dream of an even distribution of wealth, but I want a more equitable distribution than we have now. This is possible without destroying one of the existing institutions. There are those in the labor movement who would destroy society to erect a better structure. If I were to construct, there is not a single structure upon which I would lay a violent hand.

"Trade-union work is doing more for the uplift of the workingman than perhaps any other institution outside of the church. There is nothing ennobling in labor itself. Some persons saw ennobling qualities in the work of the slave and serf. The ennobling comes from the conditions under which labor is performed, when a man who performs labor finds enjoyment in his work.

"We want our associations of workmen to have such rights that they may do their work in the open, where everybody sees and knows what he is doing. We do not want secret labor societies like those in some countries in Europe. Our labor people in America are loyal and true."—*Baltimore Labor Leader*.

Ought to Know the Constitution.

For the purpose that every member of the International Union may be able to read and understand our new constitution, the same has been printed in eight

languages outside of the English and German, which appears in the due books. We have now the constitution ready for shipment in the following languages separate from the due books: Bohemian, Polish, French, Spanish, Italian, Swedish, Danish, Norwegian and Hebrew. Price 10c a copy. Let every local union have them on hand for their members.—*Bakers' Journal*.

Employees Got All the Net Earnings.

Certain grateful employees of the Georgia Northern have given out an unusual story. On New Year's day about 50 of them were guests of President and General Manager C. W. Pidcock at his home in Moultrie, the occasion being a "state dinner." They were the regular conductors, engineers, firemen and station agents with the exception of those whose duties made it impossible for them to be present. As the guests were leaving each was handed an envelope, and each envelope was found to contain a check. It appears that when the officers of the railway came to cast up accounts at the close of 1908 they found, as did the officials of most other roads in the South, that the year had not been a particularly successful one. The net earnings for the year amounted to about two or three thousand dollars. The officers then put their heads together and resolved somewhat to this effect:

"The net earnings are not sufficiently large to do the company any good. Divided among the employees the amount will help many of them over some rough places. Therefore the employees shall have it." Thereupon the total amount was duly appropriated among the conductors, engineers, firemen, station agents and certain other employees, and a check for the proper amount was made payable to each.

The Georgia Northern, formerly the Boston & Albany Railroad of Georgia, has seven locomotives, nine passenger cars and 33 freight cars; gross receipts for the year ending June 30, 1907, \$221,620; dividends that year \$60,000.—*Railroad Gazette*, Jan. 29, 1909.

The Journal

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CHARLES H. SALMONS, - Editor and Manager

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Address all money matters to W. B. PRENTER, F. G. E., 306 Society for Savings Building. Send New York or Chicago draft, Express money order or Postal order; never send personal check.

Roster of Membership.

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Statutes. Also all orders for Subdivision supplies.

Advertising Department.

All correspondence relating to advertising in this JOURNAL should be addressed to W. N. GATTS, 409 Garfield Building, Cleveland, O.



JUNE, 1909.

Our Bard in the Old World.

"Shandy Maguire," accompanied by his good wife, left New York on May 1, on the steamer "Caledonia" of the Anchor Line for the fulfillment of a lifelong dream of again seeing the places of their birth. They were to land in Scotland on May 8, see many of the old historic places, including the burial place of Burns, and then cross into England to be at Leeds on May 17.

Having had a long standing invitation from the officials of the locomotive engineers' and firemen's organization to visit England, he takes this occasion to be in Leeds to attend their convention, which opens in Leeds on the 18th of May, of which he will doubtless tell our readers in the near future.

As Shandy, as he is familiarly known, Bro. P. Fennell, member of Div. 152, Oswego, N. Y., is perhaps more widely known than any other lay member of the Order, our whole membership will doubt-

less join in wishing him bon voyage; that his picture may not be overdrawn of the number of his early associates still living to extend him welcome; that the sod of his native country may be found more beautiful than his mental picture; that he may regain his health, which is part of his mission; and that his trip abroad may far exceed his dream-picture of the glories of the country of his birth, painted from impressions gained in youth which are likely to grow brighter as we grow older; and that both he and his good wife may return to their adopted country to enjoy many more years of health and usefulness.

The Manufacturers' Convention.

John Kirby, Jr., of Dayton, O., was elected President of the National Association of Manufacturers, to succeed J. W. Van Cleave, who during his term as president of that association has said and written many things which if uttered by a laboring man would have been branded as coming from a Nihilist. Mr. Kirby is quoted as saying:

"My policy will be that of James W. Van Cleave. I do not believe in compromise. It is better to bring the whole labor question to a pointed issue instead of temporizing with it. The only way to deal with this animal is to take it by the horns till it is made obedient. If we had to deal with the 95 per cent of laboring men who are for justice and fairness we could settle this whole labor problem in an instant."

A strange yet characteristic statement, coming from the head of the Manufacturers' Association. Each one has stood before the public as the acme of intolerance. It will be observed that he charges the responsibility for unfairness among laboring men to 5 per cent of their number. Is it not just as reasonable to apply the same rule to the Manufacturers' Association? Are 95 per cent of the laboring men such fools as to follow *self-chosen leaders*, rather than choose those who represent the 95 per cent?

Are the manufacturers wise in electing men of the same characteristics Van Cleave and Kirby complain of as vicious leaders to represent their interests? There

is only one theory left—that the vicious and uncompromising must be selected to meet an antagonist of like character, and from Mr. Kirby's declaration it means war of extermination, and he does not qualify his statement by making any exceptions. So, we are all under the ban of the Manufacturers' Association or, at least, Van Cleave and Kirby.

We know that the men chosen as the leaders of organized labor as a class are for peace and not war; that in our organization, the B. of L. E. in particular, they are the modulators in both our family troubles and controversies between the members and their employers; that they do not magnify any ills, and teach forbearance, but are always ready to sanction demands for justice, and if the two parties to the controversy cannot agree, submit the subject to arbitration and peacefully push the intolerant party into line with justice; and Mr. Kirby's general charge that leaders of labor do not represent but 5 per cent of the sentiment of their class is not borne out by common sense or the facts.

We presume if Mr. Kirby were asked what kind of a condition he would have in the labor world he would say a democratic condition with an equality of conditions for all, every man having a right to work for whom he pleased, for any price and under any conditions, the employer to have the same privilege; and that would be as far as he would see into the sociological question, the limit—his self interest. He would not stop to consider the fact that a democratic form of society with his equality of conditions of employment could not be maintained where great inequality of conditions exists. The spirit of democracy cannot be maintained in such an atmosphere; and if Kirby could get his wish to destroy organized labor those in his kind of democratic society who felt the inequality keenest would rebel and the growth would be from 1 per cent to the 95 per cent choosing the 5 per cent Mr. Kirby designates as the vicious, as leaders; but, in fact, we must couple the 95 per cent and the 5 per cent organized for the express purpose of securing

a reasonable degree of the rights, liberties, and opportunities Kirby and Van Cleave demand for themselves.

So, Mr. Kirby and Mr. Van Cleave, and the Manufacturers' Association, should quit dreaming of having a world to themselves wherein they could fix conditions to suit the profits they desire, with no combined element of labor to interfere, each standing by himself to be plucked of all there is in life worth the struggle.

Organized labor will remain as long as there are manufacturers. The ranks of labor may at times be somewhat disorganized, but they will soon learn the consequences and get back into line.

The same consequences are as likely to the Manufacturers' Association. The direction of peace is not pointed out by either of these belligerent leaders who demand that labor shall surrender unconditionally to the employer. The employer must come half way, tender right conditions to those he employs, arbitrate differences that cannot be otherwise settled, suppress the mean employer who fixes mean conditions and who through competition compels other manufacturers to meet his mean conditions, to the detriment and discontent of the employed.

No 5 per cent can carry 95 per cent with them if the 95 per cent are fairly treated.

The Manufacturers' Association, the Typothetæ, representing the printers, and associations of the kind, will accomplish more if they are not always setting an example of vicious conduct and making declarations intended to discredit organized labor, an institution brought into being by intolerant conditions, and organization will remain as a curative of the ills that always have and always will accrue to labor in the open market the Manufacturers' Association desire.

The Railroads and Publicity.

The fourth article by the man of the tower, James O. Fagan, quotes President Eliot, of Harvard, as saying:

"A great remedy—possibly the remedy—for strikes and troubles between capital and labor, is public-

ity—that publicity is the great remedy for public wrong, or private wrong, for that matter.”

and adopting Eliot's theory Fagan says:

“The application of this theory to the situation on the railroads, and to the policy and work of managers and labor organizations, *brings* to the surface a most interesting story.”

We do not understand how his theory *brings* any story to the surface; publicity would no doubt give some interesting information as to how Fagan comes to be authorized to say that

“The success of any campaign to secure greater efficiency of service and to improve the standards and ideas of the workers is now to be fought out and secured by means of this powerful agency.”

The phraseology of the above paragraph is of the usual ambiguous character, but we presume he means that a campaign of publicity is to be inaugurated. Where he gets his authority for the statement we do not know. Perhaps he is going to inaugurate it himself. We have heard much about publicity, it is much like a precept, freely given for others' guidance, but seldom applied by the giver. It is all right to cry publicity of other people's business, but quite another thing when applied to our own affairs. But it will be observed that the publicity Fagan talks about does not reach any class but the workers, whose standard and ideas are to be improved by it. We suppose Fagan, as a tower man, will be exempt from his campaign of publicity. He gets away from his publicity subject and talks glibly about psychological promptings, and we are inclined to the belief that he is troubled with them, for he jumps from teamsters in Boston who have been fined for some offense, to an unfair list, then to a psychological superintendent who tells a baggage man through a newspaper that he has been delivering milk to the wrong person, and that trains must not exceed 50 miles an hour around some bad curve, and then expresses his disapproval of the appointment of an engineer and a conductor to examine and instruct employees in train service, and says, “The idea of appointing employees for this purpose is a novel one.” If Fagan had a few instructions he would know more and talk less. In a previous

article Fagan intimated that the Interstate Commerce Commission's inspectors were nearly, if not all, discharged employees. To use a slang phrase, “dead ones,” but in this article he pays them a high compliment, but thinks someone else not associated with the railroad orders should have the jobs. He makes a long quotation of the law of Canada and its application. Then calls attention to the dangers of railroad crossings, gives the number of casualties and their cost, the only thing he has so far brought out which reflected seriously on railroad officials. He charges no instructions to crossing tenders, but forgets to say that the salary of a crossing tender has little inducement in it for intelligence and efficiency. He then gravitates into the realms of falsehood in his statements of the attitude of the railroad organizations in relation to accidents, saying that

“The organizations have repeatedly put themselves on record against the simplest and sanest methods of improving the service along these lines.”

That statement is too far from the truth to be worthy of a comment, and we turn to his diagnosis of his own disease which no doubt accounts for much of the splenetic bias of his whole series. He says he has been employed in tower service on the Boston & Maine railroad for 28 years, hasn't any marks against him, and we would judge he had none which commended him, for he says that after 28 years there are other men in towers that receive \$1 a day more than he does. He complains that his environments will not permit of this advance he evidently thinks he deserves. He has been trying to disgrace the seniority rule through his whole series, charging that it was vicious, and yet he says:

“If I desired one of these higher positions on another division it is open to me only in one way—I must throw up my record of service and my *seniority* and *ability* privileges on my own division and begin life over again on the other at the bottom of the ladder, which of course is practically out of the question. A telegraph operator in a tower in the terminal division with a few months' service to his credit, has the call on the tower work on that division *ahead* of a man who has been working for the same company for a quarter of a century.”

Fagan, from the above statement, is

certainly entitled to seniority, but his story suggests some questions. If seniority is such an undesirable thing, why sit in the tower at one dollar a day less than your neighbor, just to hang on to seniority?

If ability goes with your seniority, why have you remained in a tower 28 years surrounded by better positions you could have obtained with a little energetic effort?

If a tower man who is also an operator is worth more to the company and gets more salary, why haven't you learned to be an operator?

If your ambition was above and beyond a tower, why did you not get out of the tower and go to work when your ability would not be tied down to your seniority, instead of continuing to hold your place in the tower which seniority entitles you to under the common rule of the B. & M. Railroad?

With a large number of railroad managers and presidents who come up from water boys, brakemen, firemen, telegraphers, etc., it is strange that Fagan could not tear himself loose from his seniority in the tower and give his *ability* a chance. We rather mistrust he has kept up with his ambition, at least so far as work goes, and if in a larger field of work he had made as many mistakes and misstatements as he has in his series of articles he would surely lose his seniority rights. We will agree with Fagan, that publicity has its moral effects, if the truth and the whole truth were to be told, but the effort to obtain all the news about other people's business is like gathering the taxes, makes a lot of liars out of people who if let alone would be quite respectable.

Fagan evidently thinks his ability fits him for president instead of tower man, and that kind of a think usually belongs to one without the energy, ability or efficiency, which is required to win such a place. Seniority stands in no man's way of accepting official place. We expect the system of our railroads and the officers and employees to be criticised, but it should be done by those who know the business and are able to

state facts. The list of casualties among the organization Fagan undertakes to condemn is far in excess of any other class of our people, and it is unreasonable to presume that they are indifferent in the matter of safety, and viciously so as Fagan charges.

Terminal Work Report.

A letter appeared in the March number of the JOURNAL under the above heading, written by Brother Teasdale, which brought about a discussion which has gravitated into acrimony and sarcasm of a personal nature, making it necessary to discontinue the subject.

The letter contained statements that were undiplomatic, aggravating rather than curative of the dereliction complained of, and we take this opportunity of acknowledging our responsibility in the matter. Pressure of other matters made us neglect to properly scrutinize its contents and eliminate the objectionable features, that is, features which tend to arouse animus, disturb social relations, and induce discussion of personalities rather than the subject itself.

We are sometimes told that it is not our business to eliminate any statement; that when we grammaticize, if it needs it, we have arrived at the limit of our authority; but a few issues of the JOURNAL without exercising the necessary authority to eliminate any and all things which tend to create ill will, local or general, would satisfy everyone that inspection, correction and elimination of such defects are absolutely necessary.

Our lack of it in this case has compelled us to discontinue the subject, and we do not desire those writers whose letters do not appear to feel that it is from personal reasons, in any sense, but a duty, because the subject has gravitated into the channel of personality.

We believe the subject has merit in it, but it must be treated from the general standpoint of duty and the benefits that accrue to both the men and the company through it.

If there is dereliction of duty the charge should be specific and made

locally, when the party may have an opportunity for defense or rectify that which is complained of.

We very much desire that our members shall write for the JOURNAL, but in doing so we should not forget to put ourselves in the position of the other fellow and to give consideration to the influence which will be exercised upon others by what we write.

An exchange of views presented in a brotherly manner, in which we do not question the honesty of the other in expressing his views, is decidedly beneficial to all, and we hope this will not deter anyone from writing and to freely express his views upon topics of interest, treating our fellowmen from the viewpoint of honest convictions and make no charge without evidence to substantiate.

Books Received.

American Railway Transportation, by Emory R. Johnson, Ph. D., Professor of Transportation and Commerce in the University of Pennsylvania, and author of "Ocean and Inland Water Transportation," published by D. Appleton & Co., New York City, is a very comprehensive treatise of the American railway systems, beginning with the origin of the railway, early history of railways in America, growth in mileage by decades, completion of trunk lines, railroad consolidation, comparison with European railways, etc., etc.; comprising a book of over 400 pages, very interesting to those interested in this subject.

Merrick Lectures, 1908, The Social Application of Religion; lectures by Rev. Charles Stelzle, Miss Jane Addams, U. S. Commissioner Chas. P. Neill, Professor Graham Taylor, and Rev. Geo. P. Eckman, dealing with "The Spirit of Social Unrest," "Woman's Conscience and Social Amelioration," "Ethical Aspect of the Labor Movement," Industry and Religion; Their Common Ground and Interdependence," "Christianity and the Social Situation." Price 75 cents. Published by Jennings & Graham, Cincinnati, Chicago, Kansas City and San Francisco.

Railroad Engineering; a manual of modern practice in the survey, location

and construction of railroad lines and terminals; their operation and maintenance, and their finance and economic management of railroad corporations; by Walter Loring Webb, C. E. Price \$3.00. American School of Correspondence, Chicago, Ill.

Proceedings of the Sixth Annual Convention of the Traveling Engineers' Association; containing the full discussion of the many topics presented through committees, and interesting addresses by officers and members of the association. Price, paper cover, \$1.00; cloth, \$1.50. Anyone desiring them should address the secretary, W. O. Thomson, care N. Y. C. car shops, East Buffalo, N. Y.

Links.

A UNION meeting under the auspices of Div. 98 of the B. of L. E. will be held at Lincoln, Neb., June 29 and 30, to which all members of the Brotherhood are cordially invited.

Grand Chief Stone and other Grand Officers of the B. of L. E. are expected to be in attendance. Mr. P. H. Morrissey of the A. R. E. & I. A., Mr. Daniel E. Williard, Second Vice-President of the C. B. & Q., Mrs. W. A. Murdock, Grand President of the G. I. A., and other noted persons will be present.

The first day will be taken up with a secret meeting in the morning, a joint meeting of all railroad employees and officials in the afternoon, and a public reception in the evening; all gatherings to be in the Auditorium.

The second day will be devoted to entertaining the visitors, the principal features being an ox roast and barbecue in the afternoon at Capital Beach; a tug-of-war between engineers west and east of the Missouri river, the victors receiving a valuable trophy; to be followed by dancing and other diversions in the evening at the same place.

On the afternoon of the first day Div. 359 of the G. I. A. will tender a reception to the visiting ladies. A school of instruction is also part of their program.

Headquarters will be at the Lincoln Hotel. Rates will be reasonable at all hotels and accommodations ample.

Transportation will be granted through the usual channels, with liberal provisions for side trips from Lincoln to be secured through local sources. H. WIGGENJOST, Sec'y Committee of Arrangements.

THE annual union meeting of Canadian Divisions will be held at Hamilton, Ontario, Canada, on July 27, 28 and 29, to which all members of our Order, wherever located, are cordially invited.

The headquarters will be the Royal Hotel; rates from \$2.50 to \$3.50, which is \$1 less than regular. There are at least sixty other hotels with rates from \$1.50 per day up; plenty of houses with furnished rooms and lots of restaurants.

Transportation will be issued as usual by applying through operating official of road where applicant is employed.

Hamilton is a city of 75,000, beautifully situated on Burlington Bay at the extreme west end of Lake Ontario, and in front of a mountain. It is especially a manufacturing city; has over 200 factories. I might say the Canadian branch of the Westinghouse is here and everything pertaining to the brake and electric motors are made. They have 80 car lengths equipped with E T, and are only too pleased to show and instruct everyone. This should be an attraction to our Brothers. There are other factories well worth visiting.

The Brothers of Div. 133 will try to the best of their power to give everyone a good time and also hope the meeting will be instructive as well. Further particulars about the union meeting may be obtained by writing to W. F. BAINES, Cor. Sec'y, 288 Bay St. North, Hamilton, Ont., Can.

BRO. THOS. L. REED, of Seaboard Div. 331, B. of L. E., has resigned as foreman of the erecting shop, Seaboard Air Line, Portsmouth, Va., to accept the position of master mechanic for the Virginian Railway with headquarters at Princeton, W. Va. Bro. Reed came to the Seaboard with his father, Mr. W. T. Reed, fourteen years ago and began working in the shop; from there he began firing, was promoted and ran for a while between Hamlet, N. C., and Columbia, S. C. From there he was promoted to roundhouse foreman at Columbia, S. C. Leaving there, Bro. Reed went to Toronto, Can., where he remained for about fifteen months. Returning, he again entered the service of the Seaboard, advancing steadily to the position he now leaves to go to one higher. We take pleasure in recommending to the men of the Virginian Railway one who through his kindness and generosity has formed a link of friends who join me in asking

you men to stand by him and give him your true, loyal and undivided support, that he may continue to move on until he reaches the utmost round in his ladder of ambition. W. M. M., F. A. E. 331.

A FAREWELL banquet was given on Saturday night, May 1, at the Elks' Home, Roanoke, Va., to Mr. J. J. Barry, who was recently promoted from the position of foreman of the West End Shops to that of Master Mechanic at Bluefield, W. Va. The banquet was given by the engineers who run into and out of Roanoke, and the occasion was one that will never be forgotten by those who were present. The program, while entirely informal, was none the less exceedingly interesting. Mr. Barry has been at Bluefield for some days, but he came to Roanoke on Saturday, and on his arrival here was met by a committee consisting of Bros. J. C. Clark, J. E. Gerald and M. J. Fowler and conducted to the Elks' Home.

The feature of the banquet was the presentation to Mr. Barry by the engineers of a handsome diamond ring, and the presentation speech was made by Bro. M. J. Fowler of the Radford Division. Speeches were also made by Mr. D. M. Junkin, Bro. C. W. Irvin, road foreman of the Radford Division, and J. N. Clore, road foreman of the Shenandoah Valley Division.

Mr. E. D. Shoffner, who succeeded Mr. Barry here as foreman of the West End Shops, also gave a talk. Besides these gentlemen, a large number of other friends of Mr. Barry were present.

Mr. Barry replied to the presentation speech, and feelingly expressed his appreciation of the attention shown him.

During his term of service in Roanoke Mr. Barry has made a most favorable impression upon all with whom he has been associated, and the banquet and the present of the diamond ring were expressions of the high esteem in which he is held in this community.

W. H. HILL, F. A. E. Div. 401.

BRO. JOHN CARRUTHERS, member of Subdivision 370, Pittsburg, Pa., was recently the recipient of a bronze medal and \$1000 from the Andrew Carnegie Hero Fund, to be used to purchase a home for the hero. Says a Pittsburg reporter: "Brother Carruthers is 37 years old, and has been on the railroad 13 years, was engineer of a work train, which was running 15 miles an hour through West Newton, and rescued two-year-old William C. Fleming on July 22, 1907.

He was permitting his fireman to run the train and he occupied the fireman's side of the cab. He saw the child when

about 360 feet distant. It was toddling across the tracks, which were near its home.

Shouting to his fireman to 'hold her,' meaning to apply the emergency brakes, Carruthers went through the cab window to the running board, along this to the steam chest, and stepped onto the pilot beam. Holding to the coupler, he slid his feet down to the two-inch iron step at the base of the pilot. The step was damp and slippery from recent rain.

Climbing across the pilot to be on the same side of the track as the child, he braced his feet, extended his left hand, clutched the rod with his right hand and as the train reached the child, grabbed it, but could not lift it quickly enough and its body dragged under the pilot. Carruthers held it in that position with his wrist against the base of the pilot until the train stopped about 60 feet farther on. The child was uninjured except for a few scratches and bruises."

J. F. W., Div. 370.

BRO. S. C. ENGLISH, member of Div. 596, Atlantic City, N. J., has recently been elected mercantile appraiser of Atlantic City. Bro. English entered the service of the Atlantic City R. R. as a fireman in the year 1882, and was promoted to the position of engineer in 1889.

He joined Subdivision No. 22, B. of L. E., in 1891, and for a long time was one of very few on the whole Reading system that retained his membership in the B. of L. E.

It was not until September 14, 1902, there were sufficient engineers willing to join the B. of L. E. on the Atlantic City division to organize. Then Brother English, assisted by Brother Zigler, made application through Subdivision No. 22 and organized Subdivision 596.

In 1903 he organized the Mutual Health Association to Div. 596, of which he has been the only president. He has also been legislative representative.

Brother English has every reason to be proud of his Division, as it has 100 per cent of the engineers on the system.

He has been a faithful worker for the B. of L. E., and the members of his



BRO. S. C. ENGLISH, DIV. 22.

Division regret losing him from active service, but wish him every success in his new position.

P. STÖHLBERGER, JR., Div. 596.

Div. 246, of Evansville, Ind., celebrated their 25th anniversary in a most enjoyable manner April 2, and it was one of the largest social gatherings the B. of L. E. and their families have ever held.

The program for the occasion was arranged by Chief Robert Skinner. A number of musical selections and recitations were rendered by the sons and daughters of the various engineers and reflected much credit on the young people.

The original poem written for the occasion by Brother Sutter, of Div. 154, was greatly enjoyed and, responding to an encore, recited "The Auxiliary Goat."

Rev. W. F. Padgett had quite a good talk on the mottoes of the Order.

Just at this time Bro. Ed. Farrow was called to the front by the Chief and presented with a beautiful gold B. of L. E. and Masonic charm in appreciation of his long service in this line.

After this a committee of Brothers Farrow, Lockyear and Clark, assisted by the ladies of Div. 174, invited us to partake of a fine luncheon, which we all greatly enjoyed, and the social hour passed away too quickly.

Out of the four charter members remaining only three were able to be with us, Brothers Frank Baker, Henry Ott and Elgin Archer.

We all departed, hoping to see this Division celebrate its 50th anniversary.

ONE OF THE MEMBERS.

ONE member of the B. of L. E. of the party visiting Mexico City for a few days invested yesterday in the only lottery ticket he ever bought. The portion he purchased cost him 80 cents, and he made the speculation chiefly to rid himself of the importunities of the insistent and omnipresent vendor.

Upon the eve of the engineer's departure this particular locomotor happened to think of his purchase and casually dropped around to see what number had won. It was 11,077. He checked up, found he carried a chunk of that ticket and cashed in for \$4,000 Mexican, and then kicked because it was not \$4,000 gold. Still, after buying one round, he calculated that the change might help out on the way back home, which is far east in the United States.

The party of engineers, many of whom are accompanied by their families, will leave at 7:30 tonight for the North, making San Antonio, Galveston, New Orleans and St. Louis, separating at the last named city. The longest trip will be made by W. H. Shepard of Portland, Me., who pulls a train on the Boston & Maine and is affiliated with Div. 61 of the B. of L. E., known as the banner Division of the entire order, located in Boston and boasting a membership of 550.—*Mexico City Record.*

SUBDIVISION 419 held its memorial service at the Beecher Memorial Church, Brooklyn, N. Y., Sunday evening, April 18, which the pastor, Reverend Allen, kindly gave us the use of, through the solicitation of our Chaplain, Bro. F. A. Stone.

After the usual opening service the pastor introduced Bro. F. H. Tucker, Past C. E. of Div. 639 and Past Grand Guide, who read the list of the deceased

of Div. 419, also of those of Manila Div. 244, G. I. A., and made a few remarks appropriate to the occasion, giving a brief synopsis of the history of our organization, and a glowing account of the benefits of our insurance, after which our Chaplain, Brother Stone, was introduced, who gave us a very eloquent and appreciative sermon. Brother Stone said in part:

"The silence of the grave has closed over our dear ones. We see them no longer in their accustomed places and our hearts grow heavy with sorrow. Life for a time loses its charm, and we are desolate indeed. Then a ray of light pierces the gloom. Memory whispers that all is not lost. Those we have loved, who have made the brightness of our lives, return to us by its light, and we see them again in the guise of other days; hear the loving words, see the tender ministrations, the commune of soul with soul, even the garments they wore are made real, and in memory they are with us again.

"Blessed memory! It is well that occasionally we should pause to pay tribute at thy shrine, for thou alone are constant. In the dreariest day or the darkest night we may withdraw into silence and recall from out the past the scenes we enjoyed, the faces we loved, and he is happy who can do this with no tinge of bitterness or regret.

"Brothers and Sisters, this memorial service is no idle ceremony, our departed need no sympathy, but they need our remembrance, for He has said, 'Lo! I am with you always. Be thou faithful unto death and I will give thee a crown of life.'"

The singing was very finely rendered by the large chorus choir.

A resolution of thanks was unanimously tendered by the Subdivision to the pastor for his kindness for the use of the church and taken altogether it was a most beautiful service throughout.

Div. 419.

Two old veterans of the throttle on the Missouri Pacific are herewith presented—the elder is William Duden, a native of Ohio, having first seen the light of day

September 25, 1846. He saw some service in the Civil War, enlisting February, 1864, as a private in Co. A, 121st Ohio Infantry, and in July, 1865, was mustered out of Uncle Sam's service, sound as a dollar.

In the fall of 1867, Mr. Duden commenced railroading in St. Joe, Mo., and for four years was fireman on the K. C., St. Joe & Council Bluffs Railway, between Council Bluffs and St. Joe. The road is now included in the Burlington system, and Mr. Duden remained until 1874, the last three years as engineer, having been promoted in '71. Then he was with the Wabash, now owned by the Santa Fe, between St. Joe and Richmond for a year, and for the next five years he had a run on the Santa Fe.

For the past twenty-nine years, or since March 15, 1880, he has been pulling a throttle on the Central Branch. He made his first trip west of Downs on May 29, 1880, pulling a passenger train from Atchison to Logan, the first passenger train to reach Logan.

On New Year's day, 1882, Mr. Duden's



BRO. WILLIAM DUDEN.

engine pulled the first passenger train into Lenora. He has witnessed some vast changes in the growth of the north branch country. During his entire experience in railroading he has met with no injury, and has experienced no accidents

worth recording, simply a few derailments caused by broken rails.

For a year Mr. Duden and family lived in Logan, some years in Stockton, and for the past twenty-five years in Downs.

Wm. Kienzle, the other old-time engi-



BRO. WM. KIENZLE.

neer on the Central Branch, lacks considerable of being an old man. He was born in Philadelphia, December 31, 1857, and when a mere child came to Atchison with his parents, by steamboat up the Missouri. Early in life he discovered that there was something about the railroad business which fascinated him. In 1877 he commenced as fireman on the Atchison-Pike's Peak railroad, afterwards called the Central Branch. Until 1881 he fired between Kansas City and Atchison, on the Missouri Pacific, also on the Central Branch. He was promoted in 1881, and commenced driving a Central Branch engine. Ever since then he has been on duty and is good for several years to come, barring accidents. For five years he lived at Greenleaf, after which he moved to Downs, where he resided fourteen years. Nine years ago he and his family moved to Stockton, where they are comfortably located.

During all these years Mr. Kienzle has been very fortunate, never having met with serious injury, and only once was he ever reprimanded for carelessness by the company, and that was a few years ago,

for backing his engine off the end of a switch in the Downs yards.

Both Mr. Duden and Mr. Kienzle are very popular, not only with the officers and employees of the road but with the patrons of the road as well. They are not alone trustworthy, but very obliging and courteous to all. Here is hoping they remain with their iron steeds for several years to come.

J. T. KENNINGTON, Greenleaf, Kas.

At the last regular meeting of Tyrone Div. 467, B. of L. E., a motion was made and carried that this Subdivision extend a vote of thanks to former General Manager W. W. Atterbury for the many favors granted and courtesy shown to members of our Division while holding the position of general manager of the P. R. R. Co.

This vote was made unanimous by all members present.

T. J. VAN SCOYOC,
F. A. E. Div. 467.

A PLEASING incident took place on the afternoon of April 28, 1909, at the residence of our locomotive foreman, Mr. G. H. Reed, Fort William, Ont., Canada. It was the result of a joint meeting of committees representing Div. 243, B. of L. E., and Superior Lodge 225, B. of L. F. & E., when it was determined to show our appreciation and present to our locomotive foreman, Mr. Reed, something of a tangible form before his departure to Vancouver, B. C., where he has been transferred, he having been our locomotive foreman at this point for the past ten years.

All available members of Div. 243, B. of L. E., and Lodge 225, B. of L. F. & E., met at the residence of Bro. J. Whitehurst, and from there proceeded in a body to the residence of Mr. G. H. Reed, where we were received in their spacious parlor.

Bro. Blennerhassett in a few well chosen words explained the object of our visit, and Bro. Whitehurst read the following address, during which Bro. Blennerhassett presented a beautifully engraved solid gold watch to Mr. Reed, and Bro.

Cameron presented Mr. Reed with a magnificent solid silver fruit bowl.

"To Mr. Geo. H. Reed, Locomotive Foreman, Fort William, Ont."

"DEAR SIR: It was with mingled feelings of pleasure and regret that we, the locomotive engineers and firemen of this division of the Canadian Pacific Railway, heard of your promotion to another and higher sphere of action; with pleasure at the thought that your abilities and your faithfulness to duty were so fittingly recognized by the great corporation of which we form a no inconsiderable part, and with regret that in the future your congenial countenance and kindly salutation will be lost to the many friends which you have made during the many years that you have been a resident of this growing city.

"During your term of office here in the capacity of locomotive foreman you have served the company faithfully, and at the same time have gained the respect and, we may say, the love of your fellow-employees.

"It is an old but trite expression that 'the best of friends must part,' but we trust that in your new home in the Land of the Setting Sun your old friends in the City by the Lake will not be forgotten, as they assuredly will not forget you.

"In taking leave of you we would ask you to accept this accompanying watch not so much for its intrinsic value as for the many old associations which it will no doubt bring to your remembrance as you note the hours go by.

"We would also ask you to accept on behalf of your estimable wife the accompanying fruit dish as a souvenir of Fort William.

"In bidding you what may be a long but we trust not an eternal farewell we express the hope that you and your respected consort may be long spared to enjoy a happy, prosperous and peaceful life in your Western home, and when on your last run with your hand upon the throttle of your engine Duty, and with a clear vision along the balance of Life's rugged road, may you enter the Station of Rest with the signals all properly set,

book off, receive the congratulations of the Great Superintendent, and hear the hail, 'Well done, good and faithful servant!'

"Signed on behalf of the locomotive engineers and firemen of the Fort William division of the C. P. R'y.

"W. BLANNERHASSETT, M. CAMERON."

In reply Mr. Reed, who was greatly surprised and visibly affected, in a few suitable and appropriate words thanked the boys on behalf of Mrs. Reed and himself for the beautiful gifts bestowed on them, and said how sorry he was to leave and that he would cherish these gifts as long as he lived, not forgetting the kind impulse that prompted them. We then all wished him good-by and God-speed.

In Mr. Reed's departure from this point we lose one whose place it will be hard to fill. He had certain characteristics and personality seldom found in men filling the position he held, and his genial face and slowly drawn out words of, "Well, what do you want now?" will be sadly missed by the boys on the lake shore.

We all wish him long life and the best of health and every success in his new home, where he will meet strange faces and make new friends, and when in his leisure moments his thoughts wander back here he will have nothing but the pleasantest of recollections.

With kind regards and best wishes, I remain
Yours fraternally,

H. MILLS, F. A. E. Div. 243.

THE 25th anniversary of John Hill Div. 248 was held in Elkhart, Ind., on Tuesday and Wednesday, April 27 and 28, which proved a splendid success, of which we glean the following from the *Elkhart Truth*:

The assembly room of the John Hill Division across the street from the theater was the mecca for the large number of the members of the Brotherhood and of the Ladies' Auxiliary of the Order prior to the meeting. Here the strangers were taken immediately upon their arrival, and the members renewed old acquaintances. It was in this hall where goodfellowship was on tap all morning until early this afternoon.

Members were present from Toledo, Chicago, Detroit, Chadron, Neb., Valley Junction, Ia., Watertown and Syracuse, N. Y., Jackson, Grand

Rapids and Adrian, Mich., Mason City, Ia., and Peru, Ind.

The Bucklen Theater presented a pretty scene this afternoon when the first part of the formal program began at 2:30 o'clock. The interior of the theater was beautifully decorated for the occasion. American Beauty roses, which were in vases on the stage, spread their fragrance through the house. The stage presented a tropical bower with the many stands of palms placed around the rear of the stage. An interior setting had been placed in position. Inside of this and well to the front were the seats for the speakers and prominent visitors. To the right and left of the center and on the stand in the middle were large vases of long-stemmed American Beauty roses.

James H. Calkins, chairman of the committee on arrangements, called the meeting to order. He related the incidents which brought about the idea of arranging for this anniversary. In its quarter of a century of life in the city of Elkhart, he said, "the members feel like showing to the citizens and the public at large something concerning the growth of the Order.

"The local Division desires the people of Elkhart to know what we are doing as a Brotherhood. We also want them to know something of the Auxiliary and what these women are doing for the comfort and uplifting of the engineers in their occupation which might be considered hazardous."

Master of ceremonies Frank E. Smith took charge of the meeting and in a few remarks recited the history of John Hill Div. 248. He was followed by the Rev. A. U. Ogilvie, pastor of the local Congregational Church, who gave the invocation.

Mayor Green on being introduced said:

Mr. Chairman, Officers and Members of the B. of L. E.:

"It is with great pleasure that I come before you for a few moments this afternoon in behalf of our citizens to extend to you a most cordial welcome; to say to you that we feel highly pleased and greatly honored in having you assemble in our city limits for this, your silver jubilee. We know that your wants and entertainment will be fully and promptly met, and we desire that your recollections of this meeting should be so pleasant that you will be able to speak a good word for the city of Elkhart at all times. We ask you to visit us as often as possible, bearing in mind that the lathstring of Elkhart is out at all times to the members of the B. of L. E.

"My friends, 'a good tree bringeth forth good fruit, and an evil tree bringeth forth evil fruit. A good tree cannot bring forth evil fruit, neither can a corrupt tree bring forth good fruit. Therefore, by their fruits ye shall know them.' So spake the Master over 1900 years ago and his words have not passed away. Today, my friends, there is not a city along the lines of our great railways but can testify to the good fruits of this Brotherhood. I have personally at all times held this organization in the highest respect and regard, having witnessed the good fruits in our city. We all believe in the Brotherhood movement, looking forward to the time when all shall acknowledge and demonstrate the Fatherhood of God and the Brotherhood of all mankind.

"I thank you for the attention you have given me. I have taken longer time than I expected to as I know your time is valuable and there are others here who are so much better qualified to interest you than myself."

Mrs. W. A. Murdock, of Chicago, Grand President of the G. I. A. to the B. of L. E., spoke of the benefits of the society, and emphasized the important one afforded the engineers' wives, which is the chance of elevating their lives by joining its ranks.

"We realize," said Mrs. Murdock, "that we help form the great labor army of America, and we want to be identified with our class; but by our conduct we desire to draw the attention of the world to the fact that the railroad people of America are an educated, thoughtful, conservative and resourceful class."

he said, "has done more to uplift the standard of the men at the throttle than any other organization or code of laws that has ever been put together."

"The Brotherhood preaches no creed," said the speaker. "We stand for uprightness among the men of the Order. The Brotherhood of Locomotive Engineers passed a law in its constitution forbidding the use of intoxicating liquors by the members 10 years before the railroad owners took positive action on this question."

"My friends, when I say that the members of the B. of L. E. are men of high type of morality I do not say it to you or to others because I wish to flatter you, but I say it in all earnestness because you have lived up to the constitution of the Order and you have followed the tenets of its founders and have been successful in your work."



GROUP OF OFFICERS AND MEMBERS OF THE B. OF L. E. TAKEN IN FRONT OF ODD FELLOWS' HALL, ELKHART IND., APRIL 27, 1909.—Courtesy H. L. Blosser.

Mrs. Murdock spoke of the excellence of the insurance benefits of both the Brotherhood and Auxiliary, which renders it possible to be but few of the unfortunately bereft friends who are in poverty. She urged the women to see that their husbands carry the largest insurance policies possible for their age. "We as a class of people live well and give our children every advantage that a good salary and frugality on our part can secure, but let the bread winner be taken from you and where will you drop if there is not something laid away?" She closed her remarks in extending congratulations to G. I. A. Div. 243, and best wishes for its success.

W. S. Stone, of Cleveland, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, was the principal speaker.

"The Brotherhood of Locomotive Engineers,"

"An engineer on a railroad is a man in whose power the lives of many are held besides the great property value of the corporation. Realizing this great fact the founders of the Brotherhood of Locomotive Engineers, nearly half a century ago, put into their constitution principles that if adhered to the members would be better morally and physically, and the duties they had to perform would be more successful."

"The Order today has 64,000 members, which shows the fruits of the seed planted 46 years ago in Detroit, when 12 engineers gathered together and, foreseeing the great work ahead of them, formed the Brotherhood of Locomotive Engineers."

"From this small beginning this magnificent organization, of which Subdivision 248 today is celebrating its silver jubilee, has grown steadily and we today are doing our great part in the charity of

the world that we are commanded by a Higher Being to do.

"When I say that we have 64,000 members, I mean that all of them are in good standing. During the recent business depression the Brotherhood of Locomotive Engineers lost fewer members than any other similar organization in the United States.

"Owing to the high risks which we men have to take in our flights upon the rails the old line insurance companies put the premium on the insurance so high that it was almost prohibitive. In order to overcome this and be of greater benefit to ourselves we organized an insurance company four years after the organization of the Brotherhood in 1863, and today we have \$12,000,000 worth of insurance written. Since the formation of this insurance department we have paid out in death benefits and on other claims a little more than

"In the past year there were 371 men of our Order killed on the rails. Besides these there were many who died of natural causes."

Rev. Father Jansen of St. Vincent's Catholic Church paid a high tribute to the worthiness and bravery of the locomotive engineer. He said:

"Greater love than this no man has, than that he lay down his life for his friends."

"We are used to quoting a text as the beginning of a sermon and I do not think you will find a text that is more applicable to the B. of L. E. than the one quoted, for it has proven its truthfulness in many instances. Ever since I came to Elkhart I have been carrying a time-card, on which I am designated a conductor on the Elkhart & Heaven division. But when you study the life of a priest or a minister you will come to the conclusion that he can also give the hand of fellowship to the



GROUP AT THE ELKHART UNION MEETING, APRIL 27.—Courtesy H. L. Blosser.

\$19,000,000. In addition to this we have dispersed \$1,300,000 for various causes of charity.

"We will not permit one of our members to become a public charge if we can help it. For this reason we have a pension fund of \$25 a month for those members who are incapacitated for work and who have a little home where they reside. In addition, we are joined with the four other railroad organizations in keeping up a home for disabled engineers at Highland Park, Ill. At this home there are four of our members who have been compelled to remain in wheel chairs for many years owing to terrible accidents on the rails.

"Better living is our motto and we ask the members to practice the four cardinal virtues. The engineer has a hard lot, and it is an uphill fight for the fireman when he takes employment with a railroad. Statistics show that out of each 100 firemen that are employed, but 17 become engineers and only 6 of them get passenger runs.

fireman, for every congregation requires continued attention and a constant supply of energy in order to keep up the rapid stride of religious bodies. But the analogy between the priest or minister and the engineer is so close that we have been called by that expressive term 'sky pilot.'

"Behold the locomotive engineer in his cab ready for a run of 100 or 150 miles. The road is familiar to him, the shining rails stretch out before him. The curves are taken with just enough reduction of speed to make them safely. Carefully is the engine nursed in order to bring out every ounce of strength and every inch of speed when climbing a grade. Ever on the alert for any danger ahead, ready to apply the brakes, the engineer sits there guiding the roaring monster with its hundreds of human beings in the trailing coaches to its destination. The road to heaven is narrow. The way may be short or long, but it is our duty to pilot our charges to the eternal shores. The dan-

gers are many, the grades are steep and we must increase the strength of the itinerants, to caution them, yea, even to apply the brakes and to bring them to a full stop, to make them realize the dire results that will be their portion if they do not follow the guiding hand of the 'sky pilot.'

"But I propose to tell you of some of the admirable traits that I have found in locomotive engineers. As a rule you will find them to be men of more than ordinary education. Their duties bring them face to face with critical circumstances that must be met in a few seconds. Their own lives and the lives of others depend upon their quick and intelligent decision. To be capable of doing this requires education. To measure the probabilities of a case, they must be men of courage who will shrink from nothing, who will manifest as much valor as Napoleon's own bodyguard did at Waterloo, or the 600 at Balaklava. And what gives them this courage? Is it not the leading of a good life? Surrounded by dangers, it is a necessity for an engineer to be ever prepared to meet his Maker. I know them to be monthly communicants. I know of one who never goes out on his run until he has visited the church and by earnest prayer recommended himself and his passengers to the protection of God. What need of fear when we know that we have such a God-fearing man at the throttle?

"I will say it without fear of contradiction by any minister, that the locomotive engineers and other railroad men are as a general rule the most reliable members of his flock. These qualities: education, courage and the leading of a good Christian life make these men beloved in every community. We look upon them as desirable citizens, who can and do give their children the best education that money can procure. They are desirable because the merchant can bank on his trade. They also have their faults as all of us have our own. But today we wish to extend to the visitors our hand to bid them welcome and to assure the resident engineers that we are proud of them from the "Record-Breaking Flying Dutchman," Mr. Guilmyer, to the latest addition to this noble and courageous band of men—the locomotive engineers."

The program comprised a number of speeches, musical treats by members of a male quartet composed of Louis Winterhoff, Dr. Baumgartner, Herman Compton and Julius Stenborg. Mrs. Payson Schwin also contributed two solos.

A grand ball given in Elks Assembly Room closed the day, and the ball proved to be a grand affair in every sense.

Secret meetings were held on the 28th, with Grand Chief Stone and Assistant Grand Chief Hurley present. There were 106 members present, who were addressed by the two Grand Officers. Many others entered into the discussion, the topic being the good of the Order.

The evening of the 28th was devoted to a reception, banquet and musical, which

made a fitting close to a very successful, enjoyable and instructive meeting, and the committee of arrangements may well feel proud of their success.

SPECIAL NOTICES

Smo. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

Subdivision—

221—Wm. G. Cox.

Information is wanted by the son of Mr. Myers (or Mart) Trobaugh. He at one time was a member of Subdivision 281 at Vicksburg, Miss. It is reported that he went from there to Texas and later to Mexico and that he had died somewhere in that country. Height, 6 feet 2 inches; light brown hair, large blue eyes, very heavy mustache; weight, about 180 pounds. Anyone knowing anything about him kindly notify Mr. W. S. Stone, G. C. E., B. of L. E., 306 Society for Savings Bldg., Cleveland, O.

Would like to hear from relatives of Daniel Schafer, who was found dead in his house in Janesville, Wis., the 25th day of April, 1909. He is supposed to have a son running an engine on some railroad. Kindly address Mr. G. M. Appleby, Chief of Police, Janesville, Wis.

Mr. William Dissman, formerly of Topeka, Ill., who when last heard from was an engineer on a New Mexico railroad, will learn something to his interest if he will communicate with Mr. W. F. Rice, 231 Ayers Ave., Peoria, Ill.

Wanted—To know the whereabouts of William Bouchy, locomotive engineer, who when last heard of was in Duluth, Minn. He will hear something to his advantage if he will address Mr. D. H. Ford, member of Div. 338, Alger, Mich.

Anyone knowing the present whereabouts of L. C. Massingill, who when last heard of was running an engine on the N. P. out of Ellensburg, Wash., will confer a favor by communicating with Mr. J. F. Linsley, F. A. E. Div. 644, 261 South West street, Galesburg, Ill.

The daughter of Brother Eugene Conrad wishes to hear from him immediately. Kindly address 200 South Broadway, Aurora, Ill.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., April 15, pneumonia, Bro. Jas. B. Curran, member of Div. 1.

La Fayette, Ind., April 16, old age, Bro. James E. Ford, member of Div. 7.

Chicago, Ill., April 21, injuries received in wreck, Bro. Fritz Cooper, member of Div. 10.

Riverdale, Ill., April 15, hemorrhage of the lungs, Bro. F. Sellian, member of Div. 10.

Indianapolis, Ind., April 21, paralysis and pneumonia, Bro. A. P. Owen, member of Div. 11.

Bloomington, Ill., May 8, dropsy, Bro. John Cutler, member of Div. 19.

Logansport, Ind., May 2, heart failure, Bro. Dennis Clifford, member of Div. 20.

Newark, O., April 19, Mrs. Caroline Smallwood, wife of Bro. Jos. F. Smallwood, member of Div. 36.

Hornell, N. Y., April 29, Bro. C. F. Stone, member of Div. 47.

South Connellsville, Pa., May 9, locomotor ataxia, Bro. E. G. Wright, member of Div. 50.

Port Jervis, N. Y., April 28, typhoid pneumonia, Bro. Edwin Vanduwegen, member of Div. 54.

Port Jervis, N. Y., April 25, heart disease, Bro. John B. Crisman, member of Div. 54.

Port Jervis, N. Y., April 17, Bro. John Canfield, member of Div. 54.

Coatesville, Pa., April 19, heart failure, Bro. Lewis E. Foshacht, member of Div. 75.

Reading, Pa., April 15, engine turning over, Bro. Geo. K. Rocktashel, member of Div. 75.

Kansas City, Kans., April 25, Bro. Edward C. Haddock, member of Div. 81.

Troy, N. Y., April 29, Bro. Wm. Riley, member of Div. 87.

Fort Covington, N. Y., May 3, Bright's disease, Bro. W. O'Dell, member of Div. 89.

Jersey City, N. J., May 12, heart failure, Bro. M. M. Rounds, member of Div. 135.

South Nyack, N. Y., April 21, tuberculosis of the throat, Bro. A. H. Helmke, member of Div. 135.

Rensselaer, N. Y., April 13, old age and complication of diseases, Bro. Ed. Huyler, member of Div. 143.

Sprague, Wash., April 26, blood poisoning, Bro. David Twist, member of Div. 147.

Point Pleasant, N. J., May 7, abscess of kidney, Bro. Lloyd Clarke, member of Div. 157.

Plainfield, N. J., April 24, killed in accident, Bro. Fred De Groff, member of Div. 157.

Sedalia, Mo., April 19, Bro. Homer J. Motz, member of Div. 178.

Argenta, Ark., April 25, hemorrhage, Bro. J. S. Manning, member of Div. 182.

Palestine, Tex., April 28, gunshot wound, Bro. H. W. Roderick, member of Div. 194.

Middletown, Conn., May 12, Bro. Jos. Owens, member of Div. 205.

Chanute, Kans., April '21, Bro. John Buswell, member of Div. 214.

Huntington, Ind., May 2, apoplexy, Bro. Alexander Burnison, member of Div. 221.

Pocatello, Ida., April 22, heart trouble, Bro. Geo. L. Oram, member of Div. 228.

Tacoma, Wash., April 19, engine turning over, Bro. I. F. Hammond, member of Div. 238.

Knoxville, Tenn., April 29, engine turning over, Bro. A. R. Ramsey, member of Div. 239.

Iberville, P. Q., Can., April 30, injuries received in collision, Bro. J. O. McDonald, member of Div. 258.

Florence, S. C., April 25, Bro. C. F. Pinkard, member of Div. 265.

Little Rock, Ark., May 10, killed in wreck, Bro. E. Browning, member of Div. 278.

Sturgis, Mich., April 21, heart failure, Bro. Geo. B. Reading, member of Div. 286.

New Philadelphia, O., May 8, Bro. W. C. Jordan, member of Div. 293.

Erie, Pa., May 1, stomach trouble, Bro. Andrew Heisler, member of Div. 298.

Augusta, Ga., April 21, Bright's disease, Bro. R. L. Clark, member of Div. 323.

Pittsburg, Pa., May 11, Bro. Cornelius J. Sullivan, member of Div. 370.

Duluth, Minn., May —, appendicitis, Mrs. Mary Cole, wife of Bro. W. R. Cole, member of Div. 395.

Winston-Salem, N. C., April 13, consumption, Mrs. Edna Lacy, wife of Bro. Thos. D. Lacy, member of Div. 401.

Rotterdam Junction, N. Y., May 7, kidney and liver trouble, Bro. N. D. Munson, member of Div. 418.

Brooklyn, N. Y., May 11, consumption, Mrs. John J. Middleton, wife of Bro. John J. Middleton, member of Div. 419.

Ashland, Ore., March 24, Bro. C. C. Scott, member of Div. 425.

Cleveland, O., April 2, heart trouble, Mrs. Jos. Fritz, wife of Bro. Jos. Fritz, member of Div. 447.

Pittsburg, Pa., April 26, kidney trouble, Bro. Conrad Lutz, member of Div. 452.

Harrisburg, Pa., March 10, Bro. Sam J. Livingston, member of Div. 459.

Hopkinsville, Ky., April 20, Bright's disease, Bro. S. R. Hackney, member of Div. 473.

Nashville, Tenn., April 17, Bro. Jacob Koehler, member of Div. 473.

Kansas City, Kans., April 19, Bright's disease, Bro. G. W. Smith, member of Div. 491.

Montgomery, Ala., May 6, Bro. J. A. Davison, member of Div. 495.

Kansas City, Mo., May 10, organic heart trouble, Bro. J. B. Boone, member of Div. 502.

Valley Junction, Ia., April 25, paralysis, Bro. Matthias Ten Eyck, member of Div. 525.

Leavenworth, Wash., April 22, hemorrhage of the stomach, Bro. Frank B. Darville, member of Div. 540.

Houghton, Mich., Jan. 2, Bro. J. W. Young, member of Div. 564.

Acambaro Mex., April 7, smallpox, Bro. R. W. Smith, member of Div. 571.

Aguaascalientes, Mex., April 4, heart failure, Bro. J. G. Holliday, member of Div. 587.

Hannibal, Mo., April 27, appendicitis, Bro. D. J. Brown, member of Div. 629.

Galesburg, Ill., May 11, heart trouble, Bro. Bert Bone, member of Div. 644.

Lima, O., April 22, wreck, Bro. John N. Ballard, member of Div. 678.

Findlay, O., March 1, boiler explosion, Bro. Wm. J. George, member of Div. 678.

Denver, Colo., May 3, general paralysis, Bro. W. W. Reed, member of Div. 734.

Pocatello, Ida., April 12, pneumonia, Bro. E. H. Henderson, member of Div. 744.

Binghamton, N. Y., April 12, Bro. Griffin Pultz, aged 87 years, oldest member of Div. 311, and among the oldest in the Order, having joined the B. of L. E. in 1869. Brother Pultz put in all his business life as a railroad man, beginning with working on the grade of the Erie Railroad, gravitating through the freight house to fireman on the D., L. & W., where he ran a locomotive in various service for 46 years, retiring in 1896 at the age of 74. One by one the old pioneers are responding to the last call.

Aurora, Ill., April 27, old age, Bro. Henry Twist, member of Div. 32. Bro. Henry Twist was among the early members of the Order, having been promoted in 1861, joining the Order soon after, and remained faithful through all its dark periods, and in the '70s was one of three who held the charter of Div. 32. He was delegate for Div. 32 at the Buffalo Convention in 1883, and when the strike came on the Burlington, where he had put in his lifework and had been injured in a wreck, insuring life lease to his job, he stepped down and out with the other loyal members. Too old to secure another position, he was placed on the pension roll, a roll of honor when it was created.

His brother David also learned the business on the Burlington, being promoted in 1869, and remained until the strike of 1888. Being nine years younger than Henry, he went West and secured a position, where he has since remained, meeting the last call within 24 hours of his brother Henry.

ADMITTED BY TRANSFER CARD

Into Division—

- 10—W. W. Huggans, from Div. 281.
- 11—G. B. Warner, from Div. 12.
- 74—W. S. Magee, from Div. 45.
- 75—Rudolph Berger, from Div. 90.
- 90—C. W. Young, from Div. 250.
- 93—Thos. Caulder, from Div. 225.
- 110—W. H. Oliver, from Div. 549.
- 126—A. M. Kelsey, from Div. 571.
- 140—A. G. Smith, from Div. 697.
- F. W. Crenshaw, from Div. 495.
- 147—Daniel McNamara, from Div. 752.
- Harry O'Brien, from Div. 232.
- 151—Geo. W. Tibbitts, from Div. 643.
- 198—D. B. Thornburg, from Div. 365.
- 206—W. B. Conly, from Div. 500.
- 249—Edward Hall, from Div. 116.
- 304—Frank McGronery, from Div. 286.

- 315—C. L. Sullivan, G. W. Simpson, from Div. 602.
- 326—W. F. Zemer, from Div. 587.
- 339—W. L. Pate, from Div. 331.
- 343—J. E. Kramer, from Div. 156.
- 366—L. N. Newton, from Div. 670.
- 369—John McArthur, from Div. 482.
- 384—E. K. Owens, from Div. 498.
- 385—W. S. Agnew, from Div. 703.
- 386—F. R. Thomas, from Div. 672.
- 397—James Burke, from Div. 622.
- 399—A. M. McPeters, H. R. Lee, from Div. 540.
- 401—H. H. Wettstein, Fred C. Miles, from Div. 176.
- 447—Ed. Pierce, from Div. 12.
- 523—G. W. Rutherford, S. L. Woody, E. G. Harrison, from Div. 501.
- 554—A. D. Rodgers, from Div. 517.
- 570—H. A. Throckmorton, from Div. 669.
- 589—John Gray, from Div. 77.
- 595—W. H. Greer, from Div. 530.
- 696—H. D. Bigelow, from Div. 231.
- 615—Wm. A. Gunn, from Div. 28.
- 674—T. A. Stainthorpe, from Div. 182.
- C. R. Moore, from Div. 587.
- 708—D. M. Connell, from Div. 261.
- 713—Wm. Delaney, from Div. 591.
- 732—Frank L. Krause, from Div. 54.
- 714—A. S. Erskine, from Div. 564.
- 750—Wm. Smith, from Div. 322.
- Albert Asplin, from Div. 510.
- Fred Bryans, from Div. 563.
- 752—John Norton, from Div. 145.
- 756—Jas. S. Fraser, from Div. 519.
- R. S. Gill, from Div. 225.
- Geo. W. Healey, from Div. 145.
- 759—H. W. Holt, from Div. 375.
- 771—H. M. Wiggs, from Div. 265.
- 774—R. J. Clark, from Div. 224.
- George Rhinehart, from Div. 527.
- James Wallace, A. W. Plummer, from Div. 718.
- F. W. Darrach, from Div. 453.
- James A. Dunn, from Div. 398.
- 776—D. McNamara, Herman Gilbert, E. W. Boddeker, from Div. 206.
- 777—P. A. Saxon, from Div. 552.
- H. E. Cutrer, from Div. 693.
- 779—H. A. Terrell, from Div. 628.
- Allen Fowler, R. A. Chastain, J. D. Cowan, J. E. Curtin, N. H. Evans, E. D. Judge, W. D. Lockier, W. C. McKinley, J. F. Nance, J. W. Oden, H. P. Root, B. R. Smith, A. B. Smith, J. Silliman, S. L. Stinson, from Div. 706.
- M. A. Caudle, W. E. Sasser, A. H. Stoker, from Div. 156.
- R. E. Donovan, from Div. 309.
- Charles Faulk, from Div. 332.
- Harry Huddleston, T. F. Green, from Div. 432.
- 780—Wm. Clayton, W. F. Dobbins, A. A. McQuay, W. H. Moler, Wm. Tarr, from Div. 507.
- J. T. Bowles, from Div. 225.
- O. B. Hill, from Div. 24.

WITHDRAWALS

From Division—

- 58—Chas. W. Ford.
- 71—Hiram Meck.
- 83—Sam King.
- 191—John W. Tilton.
- 205—Geo. H. Bill.
- 283—J. W. Brown.

From Division—

- 365—F. M. Lynn.
- 415—E. E. Sterling.
- D. F. Sullivan.
- 531—John E. Moynagh.
- 616—G. T. Hanks.

REINSTATEMENTS

Into Division—

- 15—Fred J. Millener.
- 23—S. L. Garrard.
- 31—W. H. Veltech.
- 71—Lewis D. Laning.
- 135—Peter Kelly.
- 145—H. H. Baker.
- 190—J. C. Leake.
- 208—Wm. A. Tyndall.
- 218—J. E. Goltra.
- 230—B. S. Henry.
- 231—Henry D. Bigelow.
- 248—J. H. Cainon.

Into Division—

- 254—T. J. Gleason.
- 255—Frank L. Scott.
- 261—J. B. Barry.
- 284—Albert C. Ellis.
- 286—Frank McGronery.
- 301—J. M. Faulkner.
- 363—T. Brunson.
- 364—F. N. Vaught.
- 372—J. J. Curtis.
- 377—Wm. J. Appleyard.
- 422—L. C. Stade.
- 432—T. F. Green.

Into Division—

435—W. N. Cosby.
442—Jos. McMullen.
444—Randolph Decker.
Daniel J. Fischer.
453—W. T. La Grone.
463—Joe T. Cain.

Into Division—

464—A. D. Evans.
477—A. D. Hoffman.
505—R. P. Richards.
591—Wm. Delaney.
626—H. S. Webb.
628—L. L. Carson.

EXPELLED**FOR NON-PAYMENT OF DUES.****From Division—**

12—J. Q. McClellan.
44—Bert R. Tipton.
B. F. Dean.
46—F. W. Seaman.
97—W. B. Feathers.
J. S. Wells.
119—Ed Butler.
171—Albert A. Lee.
178—S. C. McVey.
B. V. Elkins.
D. H. Kuhn.
182—J. W. Macy.
197—W. H. Nixon.
306—H. E. Holmes.
220—Walker Watson.
225—R. L. Esker.
M. Brannon.
A. E. Arnold.
O. Donnigan.
226—F. N. Hinman.
228—J. T. Logan.
230—E. P. Bruner.

From Division—

232—R. W. Borland.
A. E. Scheff.
A. B. Ellis.
331—W. F. Everett.
373—Jas. R. Baker.
386—C. E. McCoy.
396—August L. Stapel.
425—H. G. Van Vactor.
C. O. Bissell.
463—R. T. Cawthorne.
Ashby Stone.
472—C. H. Montgomery.
497—F. H. Hage.
500—A. A. King.
508—J. P. Holland.
517—J. T. Bohon.
556—B. M. Burns.
583—Arthur Sneesby.
600—C. E. Hussard.
735—R. C. Snodgrass.
746—W. A. Carnagan.

FOR OTHER CAUSES.

12—W. R. Hurlbut, non-payment of dues and forfeiting insurance.
19—E. W. Atkins, violation of obligation.
55—H. A. Steed, non-payment of dues and forfeiting insurance.
78—W. J. Stark, violation of obligation.
98—H. C. Hurt, violation of obligation.
100—C. C. Buck, going into saloon business.
104—W. F. Hennecke, unbecoming conduct and non-payment of dues.
121—Robert B. Jordan, forfeiting insurance, non-payment of dues and not corresponding with Division.

133—Henry J. Morris, non-payment of dues and forfeiting insurance.
182—C. O. Davidson, selling intoxicating liquors.
183—Mike Moylan, J. J. Mullen, non-payment of dues and forfeiting insurance.
240—Collin McKenzie, non-payment of dues and forfeiting insurance.
250—Geo. C. Attig, intoxication.
B. B. Hoover, Francis Trease, J. M. Kennedy, violation of obligation and unbecoming conduct.
284—Jos. C. Carpenter, forfeiting insurance.
288—Fred W. Hoose, non-payment of dues and forfeiting insurance.
293—E. E. Jordan, forfeiting insurance and non-payment of dues.
296—J. B. Harris, forfeiting insurance and non-payment of dues.
304—John Faust, forfeiting insurance and non-payment of dues.
331—Jos. H. Sawyer, forfeiting insurance.
360—G. H. Thomas, intoxication.
388—C. P. Dawson, unbecoming conduct.
401—P. D. Newman, violation of obligation.
422—Frank Wilson, non-payment of dues and forfeiting insurance.
472—John H. O'Keefe, W. J. Good, forfeiting insurance.
500—P. M. Phillips, forfeiting insurance.
527—A. H. Abercombie, non-payment of dues and forfeiting insurance.
553—G. C. Skeels, forfeiting insurance.
570—E. R. Phillips, dropping insurance.
571—J. E. Smith, intoxication.
624—B. F. Giles, violation of Sec. 56, Statutes.
671—R. D. Moses, J. J. Lee, F. E. Cross, non-payment of dues and forfeiting insurance.
678—John T. Riker, violation of obligation.
685—C. V. Dengler, forfeiting insurance and non-payment of dues.
690—J. W. Taylor, John Mayse, A. J. Lawson, Frank Kerrigan, R. N. Jeffries, M. T. Hall, F. F. Bailey, J. F. Butler, J. L. Harris, violation of Secs. 36 and 55, Standing Rules.
693—H. H. Jentz, non-payment of dues and not corresponding with Division.
717—Abe Haws, intoxication.
736—A. P. Grays, non-payment of dues and forfeiting insurance.
738—T. N. Stubbs, A. L. Wallace, forfeiting insurance and non-payment of dues.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$30.00. All cases guaranteed for 25 years.

If your Journal address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.**CHANGE OF ADDRESS.**

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 583-586

SERIES I.

OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING.
CLEVELAND, OHIO, June 1, 1909.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIBS AND BROS.—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
520	Wm. A. Moore...	62	317	May 7, 1890	Feb. 24, 1908	Blind right eye....	\$3000	Self.
521	Jno. B. Stewart...	39	603	Apr. 4, 1903	Mar. 14, 1908	Blind right eye....	1500	Self.
522	H. S. Fairfax...	41	317	Apr. 20, 1902	Mar. 8, 1909	Both feet amput'd.	3000	Self.
523	Thos. Gibson...	36	427	Nov. 2, 1897	Mar. 17, 1909	Shot.....	1500	Nora Gibson, m.
524	F. L. Be Dell...	37	297	July 5, 1903	Mar. 24, 1909	Cirrhosis of liver...	1500	Marguerite BeDell, w.
525	Wm. Nichols...	41	5	June 7, 1904	Mar. 26, 1909	Tuberculosis.....	3000	Mrs. Wm. Nichols, w.
526	F. J. Eagen...	36	179	Dec. 16, 1903	Mar. 28, 1909	Pneumonia.....	750	Ann Eagen, m.
527	W. H. Hoagland...	39	637	Mar. 22, 1903	Mar. 28, 1909	Killed.....	1500	Lucia A. Hoagland, w.
528	H. E. Divilbliss...	36	126	July 5, 1902	Mar. 29, 1909	Paresis.....	750	Mamie Divilbliss, s.
529	Chas. H. Gordon...	58	61	Mar. 16, 1892	Apr. 7, 1909	Cerebral hemorrh'ge	1500	Bertha E. Gordon, w.
530	Robt. W. Smith...	32	599	Oct. 30, 1905	Apr. 7, 1909	Smallpox.....	1500	Willie Smith, w.
531	Griffin Pultz...	86	311	Dec. 20, 1889	Apr. 12, 1909	Chronic gastritis...	1500	Charley Pultz, w.
532	S. E. Bullard...	40	61	Mar. 19, 1899	Apr. 12, 1909	Pneumonia.....	1500	Walter S. Bullard, s.
533	B. F. Slater...	60	453	Dec. 5, 1899	Apr. 12, 1909	Right foot amput'd	1500	Self.
534	Wm. Gamble...	50	360	July 27, 1902	Apr. 13, 1909	Apoplexy.....	3000	Magdalene Gamble, w.
535	Fred Sellien...	41	10	Apr. 12, 1908	Apr. 15, 1909	Hemorrhage.....	1500	Mary Sellien, w.
536	Geo. Rocktashel...	51	75	Dec. 17, 1899	Apr. 15, 1909	Killed.....	1500	Ida C. Rocktashel, w.
537	James E. Ford...	81	7	Feb. 1, 1880	Apr. 16, 1909	Nephritis.....	3000	Virginia Ford, w.
538	James Glynn...	53	5	Feb. 20, 1893	Apr. 16, 1909	Killed.....	1500	Mollie Glynn, w.
539	Jake Koehler...	52	473	Sept. 19, 1906	Apr. 17, 1909	Phthisis pulmon'is	1500	Wife and children.
540	John Canfield...	59	54	Feb. 16, 1899	Apr. 17, 1909	Valvular insufficiency	1500	Catherine Canfield, w.
541	Homor J. Motz...	31	178	Feb. 11, 1906	Apr. 19, 1909	Cerebral mening'tis	3000	Hanna Motz, w.
542	L. E. Fosnocht...	46	75	Jan. 16, 1893	Apr. 19, 1909	Heart failure.....	1500	Anna E. Fosnocht, w.
543	Wm. Shanafelt...	53	571	Mar. 9, 1894	Apr. 19, 1909	Right arm amput'd.	1500	Self.
544	Wm. C. Stolz...	35	650	July 2, 1905	Apr. 19, 1909	Killed.....	1500	Frances Stolz, w.
545	H. G. Strohman...	39	78	Apr. 13, 1903	Apr. 20, 1909	Left foot amput'd.	4500	Self.
546	Robt. L. Clark...	39	323	Jan. 10, 1904	Apr. 20, 1909	Nephritis.....	3000	Nealie E. Clark, w.
547	S. R. Hackney...	50	473	June 6, 1892	Apr. 20, 1909	Nephritis.....	3000	Mrs. S. R. Hackney, w.
548	A. P. Owen...	48	11	Feb. 11, 1900	Apr. 21, 1909	Multiple neuritis...	3000	Mabel E. Owen, w.
549	A. H. Helmke...	65	135	Oct. 18, 1889	Apr. 21, 1909	Tuberculosis.....	1500	Mrs. A. H. Helmke, w.
550	John Buswell...	72	214	Oct. 7, 1889	Apr. 21, 1909	Abdominal tumor...	1500	Sarah V. Buswell, w.
551	Geo. L. Oram...	52	228	Mar. 13, 1887	Apr. 22, 1909	Angina pectoris...	3000	Maggie Oram, w.
552	Jonath'n Ballard...	53	678	Nov. 3, 1894	Apr. 22, 1909	Killed.....	1500	Mary A. Ballard, w.
553	F. B. Darville...	31	540	Nov. 26, 1905	Apr. 23, 1909	Hemorrhage.....	1500	R. M. Darville, b.
554	D. W. La Clair...	31	611	Aug. 25, 1907	Apr. 23, 1909	Consumption.....	1500	Elizabeth LaClair, w.
555	James Fowell...	69	34	Nov. 3, 1869	Apr. 23, 1909	Oedema pulmon'ry	3000	Jas. A. Fowell, s.
556	F. R. DeGroff...	56	157	June 7, 1890	Apr. 24, 1909	Killed.....	3000	Carrie DeGroff, w.
557	C. F. Pinkard...	37	265	Nov. 4, 1902	Apr. 25, 1909	Chronic nep. ritis...	3000	Maggie M. Pinkard, w.
558	M. Ten Eyck...	76	525	Sept. 23, 1880	Apr. 25, 1909	Senile gangrene...	3000	Sarah E. Ten Eyck, w.
559	E. C. Haddock...	52	81	Mar. 5, 1901	Apr. 25, 1909	Pneumonia.....	1500	Nora Haddock, w.
560	Hiram C. Roberts...	32	523	Feb. 10, 1907	Apr. 26, 1909	Left hand amput'd	4500	Self.
561	D. J. Brown...	38	629	Mar. 24, 1907	Apr. 27, 1909	Peritonitis.....	1500	Florence E. Brown, w.
562	Conrad Lotz...	45	452	July 19, 1908	Apr. 27, 1909	Addison's disease.	1500	Kathern Lotz, w.
563	Henry Twist...	77	32	Mar. 1, 1868	Apr. 27, 1909	Heart failure.....	3000	Mary P. Twist, w.
564	John C. Burnett...	27	428	Oct. 14, 1907	Apr. 28, 1909	Left leg amput'd.	3000	Self.
565	E. Van Inwegen...	57	54	Jan. 13, 1893	Apr. 28, 1909	Typhoid pneumo'a	1500	Mrs. E. VanInwegen, w.
566	A. R. Ramsey...	38	239	July 1, 1907	Apr. 29, 1909	Killed.....	1500	Nannie Ramsey, w.
567	William Riley...	42	87	Dec. 4, 1893	Apr. 29, 1909	Cancer of liver....	2250	Wife and mother.
568	H. W. Bobo...	39	129	Apr. 21, 1903	Apr. 30, 1909	Killed.....	4500	Wife, mother & child.
569	A. A. Trimble...	37	129	Feb. 20, 1909	Apr. 30, 1909	Killed.....	1500	Mrs. L. E. Trimble, s.
570	Dennis Clifford...	48	20	July 21, 1903	May 2, 1909	Heart failure.....	1500	Margaret Clifford, w.
571	F. B. Lindsey...	38	156	Sept. 3, 1899	May 3, 1909	Hemorrhage.....	1500	Catherine Lindsey, m.

No. of Asst.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
572	Wm. W. Reed....	42	734	Apr. 26, 1901	May 3, 1909	Paralysis	\$1500	Mary A. Reed, m.
573	Wm. Odell.....	51	89	Mar. 9, 1899	May 3, 1909	Nephritis.....	1500	Mary J. Odell.
574	N. D. Munson....	42	418	Oct. 26, 1893	May 6, 1909	Cirrhosis of liver..	1500	Anna Munson, w.
575	A. P. Stoutenger..	52	169	May 10, 1888	May 6, 1909	Septicemia.....	3000	Maggie Stoutenger, w
576	J. A. Davison....	30	495	Jan. 14, 1903	May 6, 1909	Hip disease.....	4500	Jos. C. Davison, s,
577	Chas. E. Jones....	39	301	July 19, 1903	May 6, 1909	Left eye removed..	4500	Self.
578	John Cutler.....	59	19	Feb. 6, 1880	May 8, 1909	Nephritis.....	3000	Mollie Cutler, w.
579	John Ryan.....	75	53	Dec. 13, 1879	May 8, 1909	Cardiac dilatation.	3000	Amelia A. Ryan, w.
580	C. D. Hanes.....	39	237	May 13, 1902	May 9, 1909	Killed.....	3000	Laura Hanes, w.
581	Elbert G. Wright..	34	50	June 21, 1903	May 9, 1909	Locomotor ataxia..	1500	Clara B. Wright, w.
582	Eug'e Browning..	61	278	Jan. 20, 1892	May 10, 1909	Killed.....	3000	Mrs. Eug. Browning, w
583	C. J. Sullivan....	40	370	June 7, 1897	May 12, 1909	Killed.....	1500	Children.
584	Bert Bone.....	34	644	Jan. 20, 1907	May 12, 1909	Heart disease.....	1500	Thurza Bone, w.
585	M. M. Rounds....	15	135	Dec. 1, 1880	May 12, 1909	Heart failure.....	3000	Carrie Rounds.
586	Henry Hamilton..	34	12	Apr. 2, 1900	May 16, 1909	Killed.....	1500	Maud B. Hamilton, w.

Total number of claims, 67. Total amount of claims, \$147,750.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Nov. 28, 1908.	John Labat.....	277	W. H. Bucklus.....	756	\$ 1500
Dec. 6, ..	Mrs. Kate Mahan.....	279	Henry C. Lewis.....	299	1500
" 7, ..	Mrs. Alice M. Armstrong ..	281	Daniel Hill.....	346	3000
" 13, ..	Mrs. S. B. Fairhead.....	283	J. C. Green.....	271	4500
" 14, ..	Mrs. Sarah J. Williams.....	285	M. Drury.....	279	1500
Jan. 14, 1909.	Mrs. Julia C. Dunbar.....	339	R. E. Williams.....	368	1500
24, 1908.	William Osborn.....	342	John L. Van Orden.....	135	1500
Mch. 23, 1908.	R. McKenna.....	343	H. J. McGrade.....	495	3000
Oct. 20, ..	Mrs. Laura Drager.....	344	John H. Mack.....	4	1500
Jan. 2, 1909.	Mrs. Saveta L. Chucovich.....	347	Joe Wood.....	614	750
" 4, ..	Mrs. Josephine J. Miller.....	348	Alfred Rodgers.....	630	1500
" 9, ..	Mrs. Florence H. Sampson.....	350	A. W. Bayley.....	166	3000
" 10, ..	Mrs. Lydia E. B. Walkins.....	351	Wm. H. Peer.....	19	3000
" 13, ..	Frank Girard.....	352	E. C. Conner.....	389	3000
" 15, ..	Mrs. M. N. Robinson.....	358	E. M. Gilpatrick.....	488	1500
" 15, ..	Mrs. C. Curtin.....	359	S. D. Lerch.....	404	1500
" 16, ..	Mrs. Mary Morgan.....	360	George Morrell.....	186	1500
" 17, ..	Mrs. J. D. Cowden.....	361	J. B. Hotchkiss.....	179	1500
" 18, ..	Mrs. Emma Wilson.....	362	Harry Findley.....	39	3000
" 18, ..	Mrs. Lizzie A. Darnell.....	363	H. S. Brown.....	317	3000
" 18, ..	Mrs. Alice Rutledge.....	364	J. Q. Payne.....	511	3000
" 19, ..	Mrs. Millie Chapman.....	365	J. S. Brown.....	559	1500
" 20, ..	Mrs. Mary C. Berk.....	366	T. H. Douglass.....	522	1500
" 21, ..	Mrs. Mary A. White.....	368	W. J. Osterhout.....	417	3000
" 22, ..	Charles J. Sullivan.....	369	O. Danziger.....	645	1500
" 22, ..	Mrs. George Butler.....	370	W. H. Welch.....	508	1500
" 22, ..	Mrs. Mary Laning.....	371	John Cassell.....	34	3000
" 25, ..	Mrs. Annie C. Young.....	372	Fred Rullman.....	160	1500
" 25, ..	Mrs. Lena King.....	374	George Henry.....	273	3000
" 26, ..	Mrs. Lizzie Murdock.....	375	S. D. Lerch.....	404	3000
" 26, ..	Mrs. Mollie Hamilton.....	376	Thos. May.....	500	1500
" 26, ..	Mrs. Annie B. Collins.....	377	J. F. Wills.....	370	3000
" 27, ..	Mrs. Annie Waldron.....	379	H. R. Blackston.....	99	3000
" 27, ..	Mrs. Gertrude E. Murray.....	380	B. Skibness.....	69	1500
" 27, ..	Mrs. Sarah Allbright.....	381	J. Brandt.....	414	1500
" 29, ..	Mrs. Ellen M. Reed.....	382	Theo. Lindemuth.....	257	1500
" 29, ..	Mrs. Josephine Gerlick.....	384	J. J. Grant.....	239	3000
" 30, ..	A. H. Roeder.....	385	W. E. Evans.....	506	1500
" 30, ..	Mrs. Mary Carillion.....	386	E. F. Colbrath.....	419	750
Feb. 2, ..	Mrs. Margaret Kendall.....	387	J. King.....	469	1500
" 2, ..	Mrs. Laura Montgomery.....	391	C. C. Bowen.....	250	1500
" 4, ..	Mrs. Jennie Bauder.....	392	J. Coppersmith.....	3	3000
" 5, ..	Mrs. Fred Clark.....	393	H. F. Michaels.....	28	1500
" 5, ..	Mrs. Iva L. Senter.....	394	W. E. Boynton.....	260	3000
" 5, ..	Mrs. Annie M. Gleason.....	395	L. E. Metcalf.....	176	3000
" 5, ..	Mrs. Hannah Daly.....	397	J. W. Barlow.....	189	1500
" 7, ..	Mrs. Hannah Cooper.....	398	Charles Farmer.....	529	1500
" 8, ..	Mrs. Marie Curran.....	399	S. Garabrant.....	53	750
" 8, ..	Clara E. Ford.....	400	Chas. Baguley.....	36	3000
" 10, ..	{ Lillie M. Kintzell..... }	401	J. E. Amole.....	75	1500
" 10, ..	{ Alice V. Kintzell..... }	401	J. E. Amole.....	75	1500
" 10, ..	Mrs. Lottie L. Wall.....	402	J. L. Wysong.....	265	1500
" 10, ..	Mrs. Annie E. Horn.....	403	D. H. Bray.....	568	1500
" 12, ..	Hattie M. Ewing, administratrix.	406	S. Garabrant.....	53	750
" 12, ..	Mrs. Ida Bradfield.....	407	W. F. Olewine.....	421	1500
" 13, ..	Mrs. Ada M. Wilson.....	408	J. W. Keys.....	293	3000

Financial Statement.

CLEVELAND, O., May 1, 1909.

MORTUARY FUND FOR APRIL.

Balance on hand.....	\$194,499 44
Paid in settlement of claims.....	165,000 00
Surplus.....	\$ 29,499 44
Received by assessments 405-408 and back assessments.....	\$187,324 30
Received by assessments 463-466.....	686 83
Received from members carried by Association.....	1,621 20
Interest for April.....	417 51 \$140,049 84
Balance in bank April 30, 1909.....	\$169,549 28
EXPENSE FUND FOR APRIL.	
Balance on hand.....	\$ 19,481 51
Received from fees.....	384 51
Balance.....	\$ 19,866 02
Expenses during month of March, 1909..	2,903 66
Balance in bank April 30, 1909.....	\$ 16,962 36

Statement of Membership.

FOR APRIL, 1909.

<i>Classified represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessments 405-408.....	2,916	33,577	13,811	2,414
Members from whom as- sessments 405-408 were not collected.....	318	2,254	742	3
Members carried by the Association.....	4	156	329	25
Applications and rein- statements received during month.....		256	119	35
Totals.....	3,238	36,243	15,001	2,477
From which deduct poli- cies terminated by death, accident, or otherwise.....	12	128	45	9
Total membership Apr. 30, 1909.....	3,226	36,115	14,956	2,468
Grand total.....				56,765

Weekly Indemnity Claims Paid May 1, 1909.

Cl'm	Div.	Name	Amt. Paid	Cl'm	Div.	Name	Amt. Paid
898	336	Daniel King.....	\$ 82 86	928	301	A. J. Herndon.....	\$ 49 29
899	703	E. H. Loon-y.....	22 86	929	568	D. H. Bray.....	4 29
900	817	O. P. Angelo.....	135 00	930	568	W. D. Robbins.....	87 14
901	531	S. P. Vallette.....	80 00	931	139	J. W. Latchford.....	40 00
902	832	W. S. Blackmon.....	48 57	932	427	D. A. Buell.....	274 29
903	539	R. H. Dennis.....	108 57	933	427	C. C. Eaves.....	68 57
904	78	Frank S. Nappar.....	54 29	934	178	G. W. McKelvey.....	20 00
905	78	Jas. F. La Rue.....	114 29	935	602	G. W. White.....	60 00
906	209	J. C. McCabe.....	20 00	936	190	Wm. Arnett.....	74 29
907	512	J. C. Ash.....	22 86	937	297	Wm. E. Bartlett.....	10 00
908	669	J. W. Cullen.....	374 29	938	507	T. F. Mansfield.....	15 00
909	19	E. E. Goodfellow.....	27 86	939	237	A. M. Finley.....	20 00
910	391	Jos. Bohner.....	27 86	940	12	G. W. Erwin.....	24 29
911	39	Jos. H. Williams.....	25 71	941	232	F. Bullard.....	65 71
912	86	A. W. Kincaid.....	31 43	942	672	Geo. M. Smith.....	22 86
913	48	S. B. Childers.....	11 43	943	495	L. M. DeLosier.....	102 86
914	48	H. E. Randall.....	60 00	944	743	J. C. Clark.....	20 00
915	578	C. A. Prewett.....	11 43	945	408	C. G. Kern.....	25 71
916	8	John Donnelly.....	60 00	946	495	E. G. Rhodes.....	165 71
917	422	George James.....	120 00	947	448	F. E. Terry.....	28 57
918	512	James Broden.....	19 29	948	8	D. Callahan.....	87 14
919	648	Joe Draper.....	85 71	949	27	Wm. Wells.....	71 43
920	80	Jas. A. Meyers.....	12 86	950	251	P. D. Benfer.....	31 43
921	218	Dan Connell.....	42 86	951	140	E. A. Bolling.....	180 00
922	398	Thos. R. Welch.....	82 86	952	392	J. P. O'Brien.....	100 00
923	500	W. B. Conley.....	108 57	*705	83	J. R. Beshears, Adv.	110 00
924	199	Earl Z. Victor.....	14 29	728	542	J. B. Calvin, Bal.....	171 43
925	559	Marcus M. Lewis.....	25 71	*818	372	L. E. Leighton, Adv.	100 00
926	19	S. L. Webster.....	45 71				
927	141	G. E. Morton.....	168 57				8975 75

Total number of Weekly Indemnity Claims.....56

*Number of advance payments on Claims.....2

Indemnity Death Claims Paid May 1, 1909.

Cl'm	Div.	Name.	Amt. Paid
31	427	Thos. Gibson.....	\$2000 00
			\$2000 00 \$5975 75

Total number of Death Claims, 1.

Weekly Indemnity Claims paid from Dec. 1, 1906, to April 1, 1909.....77,694 88

Indemnity Death Claims paid from Apr. 1, 1907, to April 1, 1909.....54,000 00

\$131,694 88 137,670 13

NOTICE TO INDEMNITY POLICY HOLDERS.

The Third Quarterly Premium on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 20th of this month. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

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Hamilton, Canada.

As noted in the June JOURNAL, the annual union meeting of the members of the B. of L. E. will be held in Hamilton, on July 27, 28 and 29, and it would be difficult to select a place of meeting surrounded by more attractive beauties of nature than Hamilton and its surroundings present. The people of Canada are always genial and hospitable, the members of the Brotherhood untiring in their efforts to make their annual gathering one to be remembered because of its profit and pleasure. Doubtless a large number will avail themselves of the

opportunity to visit Hamilton, which their visitors' hand-book says is situated upon a plain which rises gradually from the shores of Burlington Bay, a beautiful land-locked harbor at the head of Lake Ontario, and stands upon slightly elevated ground winding round a hilly range which extends from Niagara Falls.

We do not think that up to the year 1669 the Indians who pitched their tepees upon the ground where Hamilton now stands, had ever looked upon the face of a white man. Primeval nature reigned supreme over a forest of magnificent maples, pines and stately trees indigenous to the soil of the country.



KING STREET, LOOKING EAST, HAMILTON, ONTARIO, CAN.

On the shores of the bay, known by various names Macassah or Marcassah, Onilquition and Washquarter, the Dundas marsh beyond being known as the small Washquarter, the bay whose calm surface reflected the foliage upon its northern bank, the plains and heights beyond, the beach and broad Ontario on the east, and the charming valley to the west, formed a picture of the beautiful in nature equaled by very few places. There is a legend which has, perhaps, some foundation in historical fact: "One day in September, 1669, a band of Indians encamped on the northern end of

copper bronze complexions of their Indian guides. On over the surface of the Macassah water for about a mile and a half they landed upon the north shore at a point known as Oaklands, where they encamped and remained for three days. The Indians were peculiarly struck with the strange costumes worn by the men in the great canoes and the extreme paleness of their faces. It was La Salle, accompanied by two priests, Dallon de Casson and Gallinee, Indian guides, and 22 young Frenchmen desiring to win adventurous fame in exploring what was as yet an unknown country.



VIEW OF HAMILTON, ONTARIO, FROM EAST END INCLINE RAILROAD.

Burlington Beach, probably upon the very site that afterwards became the home of the great Mohawk Chief, Thayendanegea (Joseph Brant), and upon which now stands a magnificent hotel known as the "Brant House." The Indians, looking easterly from their camp over Lake Ontario, witnessed a sight that was strange to them; coming out of the morning mist was seen a number of large canoes sailing along parallel to the beach, and passing through the natural channel connecting the bay and lake at the northwestern end of the beach, the white faces of the occupants standing out in strong contrast to the

Thus LaSalle and his company were the first white men to visit the site upon which the ambitious city now stands. History tells us that on the 6th of July La Salle and his band left Montreal in seven canoes, under the guidance of two canoes of Seneca Iroquois, and coming up the St. Lawrence River and skirting the southern shore of Lake Ontario, reached Macassah Bay in thirty days. It has been stated that La Salle landed near where the present Grand Trunk station stands, and made his camp upon the rising ground now known as "Point Hill." Becoming seriously ill he shifted his camp across the

bay to Oaklands. A map of the locality was made by Gallinee, copies of which are still in existence. Leaving Oaklands, La Salle and his company proceeded towards Lake Erie by way of what is now known as Lake Medad, and near where the present village of Westover now is he met Commissioner Louis Jolliett and his party, who were returning to Quebec from the upper lakes, where they had been sent by Intendant Lalor to investigate into the truth of the report received at Quebec as to copper and other minerals having been found on the shores of the upper lakes. La Salle and his companions appear to have separated here, he returning east and De Casson and Gallinee going on to Lake Erie by way of the Grand River,

vincial land surveyor, on October 25, and shows that land was allotted to 31 families. In 1846 the population was 6,832, and on the 9th of June of the same year Hamilton was incorporated as a city.

It is situated 42 miles west of the celebrated Falls of Niagara, and lies nestling at the foot of the escarpment over which the Falls of Niagara plunges. From the summit of the escarpment, or mountain, as it is generally called, a magnificent view is to be had. The city lies immediately below, the squares in the center are as distinct as those of a chess board, and the foliage of the majestic maples, with which so many of the streets are lined, make a veritable flower garden lying immediately at your feet. In



GRAND TRUNK RAILROAD STATION AND YARDS AT HAMILTON, ONTARIO.

and for over 100 years after this no white man visited this locality.

When the United States proclaimed their independence there was quite an influx into Canada of settlers who still desired to live upon British soil. Among these was one Robert Land, who had settled in New York State. He came to Canada and took up 300 acres of land in the territory now bounded by the bay on the north, Wellington street on the west, Main on the south, and Wentworth on the east. He built here a primitive log cabin and dugout, situated near where the old Land homestead now stands, on the southwest corner of Barton and Leeming streets. This was in the year 1778.

The city of Hamilton was first surveyed in 1791 by Augustus Jones, a deputy pro-

standing there looking from west to east, one is struck very forcibly with the surprising beauty of the scenery in the immediate neighborhood of Hamilton. At your feet, extending from Beasley's Hollow in the west to the Delta on the east, a distance of over five miles, and a width from the mountain to the bay, two miles, lies the city in all its beauty, with its wide regularly laid out and well paved streets, its fine residences and public buildings, and its wealth of beautiful shade trees. To the north of the clear waters of the bay are the green banks of Oaklands, with the blue heights of Flamboro Head for a background. To the west is a birdseye view of the surrounding country. Looking up through the Dundas valley is the town of that name

lying in the green vale and forest-covered heights. Turning your vision toward the north you look over the bay to the blue and placid waters of Lake Ontario, while separating lake and bay is Burlington Beach, Hamilton's favorite summer resort. It is a little over five miles in length, and stretches across the east end of the bay from shore to shore. It has a varied width of about 300 feet, and is intersected only by the Hamilton Canal, which affords an entrance for the largest lake-going vessels. Over this canal the Grand Trunk Railway have a swing bridge, which is one of the largest single span swing bridges in the world.

The Hamilton Radial & Electric Rail-



INCLINE, HEAD OF ST. JAMES STREET, HAMILTON, ONT.

way use an electric swing bridge, which also accommodates vehicles and foot passengers. To the north end of the beach you turn into the pretty village of Burlington, which is also a favorite resort for the citizens of Hamilton during the heated months of summer. Allowing your eye to wander toward the east, there is straight before you a panoramic view greeting the eye, seldom equaled and certainly not surpassed by any other view on the American continent. Fields of green and gold, like tessellated pavement, broken here and there by stretches of woodland, and in the distance the blue waters of Lake Ontario, form a symmetrical frame for so beautiful a picture.

Hamilton is the chief manufacturing

city in Canada, having branches of many great American manufactories located there, among them the Canadian Westinghouse Co., Pittsburg, Pa.; The Union Drawn Steel Co., Beaver Falls, Pa.; Otis Elevator Co., New York; F. W. Bird & Son, Patent Roofing, Walpole, Mass.; Branch Ohio Tool Co.; Branch Detroit Meter Co.; Branch Cleveland Wire Fence Co.; Swift & Co., Chicago; Baynes Carriage Co., Buffalo; Pittsburg Steel Co., and many other branches and a large number of Canadian manufacturing establishments.

Their electric power is obtained from DeCew Falls, about 35 miles west of Hamilton. The city is connected with a large number of Canadian and American railroads—Canadian Pacific; Grand Trunk; Toronto, Hamilton & Buffalo; Michigan Central; and direct connections with the New York Central, Lehigh Valley and Wabash; and, with Hamilton's geographical position at the head of Lake Ontario, secures to it the best shipping facilities both to the Northwestern Provinces of Canada and to European markets by water and rail.

Hamilton has 2 cathedrals, 7 Roman Catholic churches, 62 Protestant churches, 15 banks, 18 public schools, 7 separate schools, 2 art schools, 2 convents, public library, 4 theaters, 7 parks, and 2 incline railways, and, altogether, is a very interesting place to visit.

GLEANINGS BY THE EDITOR.

Reub—A Fourth of July Story.

BY FRANK H. SWEET.

(Copyright, 1906, by Frank H. Sweet.)

"No, there won't be no celebratin', an' ye won't go traipsin' off to no town either. I went there last Fourth, an' the boys scairt my horse so he run off an' broke four dozen eggs. Nobody's goin' to step a foot off this farm tomorrow, not if I know it. The Fourth's all humbug an' foolishness."

"But ye said I might have a day off for workin' so hard through the spring," ventured the boy, a little rebelliously.

"Mebbe I did, an' mebbe I didn't, but 'taint to be on the Fourth. Ye'll have the day some quiet time, when there ain't no horses to scaire an' leadin's on to mischief. If ye're sensible ye'll wait till huckleberries are ripe, when ye c'n pick enough 'n a day to buy a pair o' shoes."

"But we furnish Reub's clothin', Enos," remonstrated his wife hesitatingly. "You know that was our 'greement with his uncle. An' Reub has worked awful hard since he come an' been a good boy."

"Reasonable clothin', Ann," impa-

tiently; "that's the 'greement. I've had one suit o' clothes the last year, an' Reub's had one; I've had one straw hat an' one homemade cap, an' Reub's had just the same, an' last Christmas I bought two pair o' fine dollar shoes. Mine's good yet, an' Reub's jest about gone. Talk o' being reasonable! Not many men would treat their help jest like themselves. When my shoes are worn out I'll buy two more pair. An' now, Reub," turning again to the boy, "ye'd best be gittin' off to bed. Ye must be up early tomorrer. Them stones must be all out an' the ground leveled by next week, so we c'n be gittin' in the turnip seed. How's it comin' on?"

"Pretty well, I guess, sir. I've got about 40 big rocks drilled."

"Forty?" with some appearance of

mendation, he had never tried to evade the truth. Enos Judkins was suspicious by nature and sometimes not overscrupulous, but he knew he could trust the boy to do just as good work when off in a field by himself as when in full view of the house and that whatever the boy said could be relied on as being absolutely true.

"Be ye goin' to let Reub help set the rocks off?" asked Mrs. Judkins as the receding footsteps grew fainter up the attic stairs. "Powder's mighty unreliable for boys to mix up with."

"Reub's safe enough," gruffly. "He helped me last year an' has helped other folks. He don't do as much work as he ought, but he's better'n the common run o' boys. An' I don't mind sayin' he drilled them rocks quicker'n I'd 'a' be-



HAMILTON AND BARTON INCLINE, HAMILTON, ONTARIO.

surprise, which, however, was instantly checked as he went on. "Seems to me ye might have done more'n that if ye'd hurried. Well, soon's they're all done they must be set off, so we c'n gather up the stones an' cart 'em away. If ye hurry like ye'd ought to mebbe ye can finish 'em tomorrer. Then I'll help carry down the powder, an' we'll set 'em off. Better do it 'fore it's fairly light, on account o' the pasture bein' next to the main road. Some fool horse might git scairt an' the owner be pesterin' us 'bout damages. Come," as Reuben stood silent, but with an odd look on his face. Didn't ye hear me tell ye to be gittin' off to bed? An' don't come home tomorrer till the last o' them big stones is drilled."

Reuben slipped quickly from the room, glad to escape any direct questions. In spite of the hard work and lack of com-

lieved anybody could. If he finishes 'em tomorrer—which, of course, he can't—I shall be with him the day arter to look out for the blowin'."

At that very moment Reuben was throwing himself upon his cot bed in the attic, shaking with merriment. Not come home on the morrow until the last one of the rocks was drilled? Lucky Mr. Judkins had been too busy to go to the road pasture during the last few days, and lucky that tree grew just outside his attic window, so he could shin down when he wanted to do a little extra work by moonlight. Wouldn't Mr. Judkins be surprised if he knew that a considerable portion of the powder had disappeared from its dry storage in the barn and was at that moment packed solidly in the bottom of a hundred or more deep holes drilled in about 40 rocks, each with a

fuse leading a few inches away from the top? And he had told the truth, for there were only about 40 rocks altogether. He had counted them, and Mr. Judkins had not. And, not only that, had not Mr. Judkins' words implied that he wanted the rocks "set off" just as soon as they were ready? Well, he would attend to it and would see that they were set off before it was light enough for travel to commence on the road.

Enos Judkins was an extremely early riser, sometimes not waiting for the first call from the barnyard to be up and out. But the next morning even the most alert of the roosters was asleep when

a succession of half a dozen explosions, followed by an almost continuous rumble, with scarcely an appreciable space between, shook the earth. "What is the matter, anyhow—the world comin' to an end?" He rose hastily and began to dress, for the roosters were now all crowing and the dogs barking, and from the barn came a frightened bellowing and stamping of cattle. In the darkness and utter stillness of the night the crashes were terrifying. Before he could don his clothes and get outside there were a dozen or fifteen more explosions, some singly, others in a long, unbroken rumble or in one great crash.



GORE PARK, HAMILTON, ONTARIO, CAN.

there came a crash which shook the very windows of the house. Enos Judkins threw himself half up, then fell back with a snarl.

"Them loonatic Fourth o' Julyers," he grumbled; "they're startin' wuss'n they did last year. I never heerd them winders rattle afore. Folks 'd think 'twas right in the next room 'stead of in a village a half mile off. Huh!" for another tremendous crash, louder even than the first, again set the windows to rattling. "What they got over there, anyhow, gov'ment artilleries or Mount Pelees? The cannon they had last year didn't make quarter that noise. L-a-n-d!" as

But, once outside, the mystery was partly explained, for the air was strong with the smell of burned powder. It was the Fourth of Julyers, as he had first thought, but how in the name of reason had they managed to make so much noise?

Then came the last crashing explosion, and he started, at first blankly, then with a sudden comprehension. The crash had not come from exactly the direction of the village, but from the road pasture.

"The young reprobate!" he cried wrathfully. "He's been settin' off them rocks, an' I told him plain they was to

be let be till all was drilled. I might 'a' s'picioned from the way he took my scoldin' an' then slipped off upstairs. He needs a good larrupin', that's what he needs, an' I feel just the right way now to give it to him." Then something of the humor of the situation seemed to strike him, for he commenced to chuckle, which was, however, instantly suppressed. "Didn't he make a noise, though!" he went on. "Whew! He must 'a' been up all night gettin' that powder ready. I wonder what the village Fourth o' Julyers are thinkin' of 'bout now, gittin' beat at their own game by a little farm boy they won't ask to none o' their doin's. I've a good mind to walk down that way an' see an' then come back an' give Reub his larrupin'. If 't wa'n't he didn't wait

toward the village, muttering as he did so: "I've got to larrup Reub for not waitin' till all the stones was drilled, of course, but I'm glad 'twas done so early, 'fore travel begun. I've laid awake nights lately thinkin' 'bout accidents an' damages."

The village was awake, as he had expected, but none of its own celebrating seemed to have yet commenced. Apparently its enthusiasm was momentarily paralyzed by the unexpected and tremendous noise which it could not hope to emulate. As he appeared among them, Enos could see fingers begin pointing toward him from the various groups, and he raised his head defiantly. He was accustomed to pointing fingers and even to hooting from the younger boys. He had not been a public spirited man,



VIEW OF VINEYARD AND FRUIT SECTION, EAST OF HAMILTON, ONTARIO.

like he was told I'd be minded to let him off easy jest for shakin' the village winders. I ain't heard so much as a torpedo from there yet. P'raps they ain't been able to catch their breath back."

He stood hesitating for a few moments. Over in the east a long line of daylight was beginning to appear. Then came a loud barking from the road pasture, toward which the dogs had rushed at the very beginning of the explosion; then he heard Reub's voice calling the dogs. Well, he was glad the young scamp was not hurt, though of course there had been no real danger. He had never known the boy to be careless about such matters.

Suddenly he seemed to make up his mind, for he turned and walked rapidly

and the village had resented it. None from his farm was ever asked to join in the "doin's."

But now something very strange happened. Behind the pointing fingers he began to see smiling, admiring, even cordial faces. Several of the prominent men started toward him with extended hands.

"Well, Enos, you certainly did us up that time," chuckled the doctor as he held on to the horny hand and looked at its owner admiringly, "and, what's more to the purpose, you did up the folks in the town across the river. They've been crowing over us for ten years, setting themselves up as the most patriotic village in the county, and I'll admit they did make an outrageous racket on the Fourth. But this year we made up

our minds we'd beat 'em if it split the last gun. And here you come in, without so much as a horn blowing on ahead, and do us both up. Well, it serves us right for not asking you to join in, though none of us thought you cared for such things. But how'd you come to hatch out such a plan, Enos?"

"'T wa'n't me. That boy Reub"—

"Oh, yes. We know that boy Reub did the firing. And I must say he's a prime hand at it. Some of the smaller boys started for your place at the first explosion, but when they got in sight of the field the air was so full of rocks and smoke they got scared and scurried back. Then some of us older ones

let bygones be bygones. There's to be a big dinner in the hall, and some speeches, and in the afternoon games, and then fireworks and ice-cream and some other things for the evening. And, by the way, we want that boy Reub of yours to help let off the fireworks. He's a prime hand. No," as he saw protest on Enos Judkins' face, "there isn't to be any ifs or ands. You just hurry home and tell your wife to get ready and then come right over to my home. We'll start from there. But excuse me," as a figure passed them on the sidewalk, "there goes one of my patients. I want to see him a minute."

Enos Judkins walked back toward his



DUNDAS VALLEY, NEAR HAMILTON, ONTARIO, CAN.

went out and saw your boy Reub running the field like an engineer at his throttle. Well, it was certainly a great plan."

"But I tell ye 't was Reub"—

"Tut, tut! You've been having those rocks drilled for two weeks past. I've been by there and know. One day I saw you working with the boy yourself. And there hasn't been a single explosion in two weeks. Needn't talk to me. You've been saving up for this morning. But there's something else. We're planning for a pretty big day, and we want you and your folks to join in. It's late asking, I know, and we feel ashamed of having overlooked you, but you must

farm in a dazed manner. They, the villagers, wanted him to join them in everything—to be one of them. It seemed incredible. His farm people had always lived apart from the village in a social way. Even his father had felt and been considered outside. It was their way.

But something in the cordial grasp of the doctor's hand—which he had never felt before—and in the new way the people had looked at him was stirring a strange, unknown chord in the crabbed old man's heart. He had never voluntarily given a dollar for public good, and he understood that being one of the village people in a social way would in-

volve this also, but for some reason the thought did not make him wrinkle up his face as it would have done an hour before. Indeed, it would almost seem that he found the thought a pleasant one, for more than once on the way to the road pasture he muttered: "Mebbe 'twould be wuth it; mebbe 'twould be wuth it. An' he's a real nice man that doctor."

But when he came opposite the pasture and saw Reub working among the stones, whistling, and in such good humor, his face hardened.

"Come here, Reub," he called angrily. Then as the boy approached, "What'd ye set them stones off for when I told ye to wait till they's all drilled?"

"They was all drilled," answered

Wainwright's Experiment.

BY CONSTANCE MACKAY.

(Copyright, 1907, by M. M. Cunningham.)

It was noon. The July sun blazed down over the hayfields and flickered across the group of men who lolled beneath the trees enjoying their first rest after a morning of toil. Wainwright sat a little apart from the others and mopped his forehead. The muscles of his arms and shoulders ached from unaccustomed labor. Yet as he looked at the close-cut field his feeling was one of pleasure.

Two months before as assistant professor of political economy in an Eastern college he had longed to put certain problems to the test, to learn from actual



BRIDGES OVER DESJARDINS CANAL, HAMILTON, ONTARIO, CAN.

Reub. "I drilled the last rock an' had the powder all in 'fore I went home last night."

"Then why didn't ye tell me?"

"Ye didn't ask. Ye said they was to be set when all was done, an' ye said ye didn't want 'em set by daylight, when travel was goin' on. An'—an' today's the Fourth."

Enos Judkins' eyes twinkled a little, but his face remained grave. He continued to regard the boy for some moments in silence.

"Yes, 'tis the Fourth," he said at last. "I guess ye'd better go on to the house, Reub, an' put on your good clothes. An' tell Ann to git ready. We're goin' over to the village to help with the doin's."

experience those things which other men were content to take from the text-books. So while his brother professors spent their vacations in Europe or at the seashore Wainwright tramped the highways of New England, knapsack on back and notebook in hand. Routine and conventionality were forgotten. And so much is man a part of his mode of living that after his first two weeks on the road not one of Wainwright's old confreres would have recognized him. His clothes had lost their hall marks of good tailoring and become frayed and dusty. His shoes were out at heel, his hat almost rimless and his face tanned to a deep bronze.

But Wainwright was young and vigorous and had a keen relish for adventure. He liked the freedom of the highway,

the quest of picking up odd jobs at the scattered farm houses along the route, the deep sleep of the travel weary in dim, sweet scented haylofts or, oftener still, in the open, with the stars shimmering through the branches of the trees.

It was the harvest season. There was work in plenty, and in time Wainwright quitted his hand to mouth vagabondage for the sobering occupation of harvester on the Rolfe farm, where he was to receive a dollar a day and bed and board. The first morning's labor had proved more exhausting than he had anticipated, but Wainwright kept on doggedly, though each hour added fresh blisters to his hands and made the scythe seem heavier to wield. The midday rest brought an ecstasy of relief.

"This," thought Wainwright as he stretched himself in the shade—"this is



BRO. H. C. CASE, DIV. 145, NEW YORK CITY, AND BRO. R. M. CLARK, OF 148, M'KEES ROCKS, PA., AT THE HOT WELLS, SAN ANTONIO, TEX.—Courtesy Bro. W. H. Shepard, Div. 61.

worth a dozen hotel verandas!" The rustle of leaves, the talk of the men near by and the drone of insects through the warm air all blended into a confused murmur. An unconquerable drowsiness stole over him.

"Won't you have some dinner?" said a voice beside him, and Wainwright, opening his eyes, looked up at a girl who might have been Priscilla, so demure was her blue dress and white kerchief. She wore a frilled sunbonnet, and Wainwright wished that he might see the face it hid, but his desire remained ungratified, for after serving him the girl turned her attention to the next man and from that went impartially down the line. The men fell to at once. Wainwright alone stared after the sunbonneted figure that tripped across the field and took the orchard path leading to the Rolfe farm.

That night as he took his seat among

the harvesters that clattered around the Rolfes' supper table he saw with quickening interest that the girl of the noon hour was flitting about the kitchen, passing huge platters of bread and stone jugs of foaming milk. Wainwright had leisure to observe that she had brown eyes and wavy brown hair coiled low upon her neck.

When supper was over the other farm hands strolled off toward the barn. Wainwright lingered.

"Your daughter must be a great help to you," he ventured.

"My daughter!" laughed Farmer Rolfe. "Why, she ain't my daughter! She's the hired girl, though I will say," he added, "that if ever I'd had a daughter I'd ha' liked one like Mary Carter. She's as quick and handy as she can be, and my wife thinks a heap o' her. Took to her from the first when the girl come from over by Coopersville way lookin' for work. She's so slim and slight you wouldn't think she could do much. But, land, she's a hustler!" Indeed, so absorbed was Mary in her work that Wainwright only saw her at meal times. Even then she merely stopped for a pleasant word or nod.

But one Sunday night when Wainwright sat alone on the back porch strumming at a guitar a white dress glimmered in the doorway, and presently Mary came out and sat down.

"Please don't stop!" she cried as Wainwright smothered the last chord of a college glee. "I'm very fond of music!"

"What else are you fond of, I wonder?" thought Wainwright, and he deftly led her on to speak of herself. She was fond of reading, she confessed, and knew many of the poets by heart. Her taste in literature was as simple as it was fine, and the more she spoke the more Wainwright wondered, for she seemed utterly content with her present occupation.

"Any work that is done well is beautiful," she declared earnestly, and, though her allusions to herself were delicately reticent, Wainwright found it easy to picture her primitive life, primitive and yet not humdrum. Her love of nature and beauty forbade that.

"What a wonderful country it is," mused Wainwright, "where even the rustics have ideas of their own and a vivid way of expressing them." Mary's personality was the most challenging and illuminating one that he had discovered so far, and descriptions of her covered several pages of his notebook.

In the days that followed he found that if he helped Mary with the supper dishes the longer they would have to sit on the porch in the cool of the evening. So

while she splashed the suds he polished plates and cups and quoted his favorite authors. Afterwards they would stroll together down the orchard path, watching the first stars and listening to the eerie notes of the whippoorwill, a pleasant state of affairs destined to end abruptly, for Wainwright returned from the fields one evening to find Mrs. Rolfe alone in the kitchen. Mary was gone.

"Had a letter from one of her folks," said the farmer, "and she went right off. Wouldn't take a cent of her pay 'cause she left so sudden."

Wainwright looked blank.

"Didn't she leave any address?" he queried.

"Said she'd write," answered Rolfe laconically.

"But wasn't there any message?" persisted Wainwright.

"Not a word," said Farmer Rolfe, cheerfully.

Mrs. Rolfe had some of her famous biscuits for supper, but Wainwright had lost his appetite. He stood on the back porch in the afterglow, and everything seemed strangely deserted. Mary had gone, and something of the joy of living had gone with her. Existence seemed suddenly very tame and dull to the young professor. He was conscious of emotions not classified in his notebook.

"I must have overworked," he said listlessly to himself as he sat on the Leffingwells' veranda a week later. It was sundown. A breeze swept up from the Hudson, and a tall glass of lemonade tinkled pleasantly in Wainwright's hand.

Mrs. Leffingwell, of whose house party he was a guest, sat near him in a wicker chair and chatted irrepressibly.

"We've had an inkling of your exploits," she said, "and will expect a full account of them. Tonight there's a girl coming to dine who's awfully fond of that sort of thing. She spent the summer working on a farm where she met the most extraordinary young harvester that—There she is now!"

Mary, in a white lace dress, was coming slowly across the lawn.

"You didn't leave me any message," said Wainwright reproachfully the moment after their hostess had left them alone together, "but I have one for you. I wonder if you will care to hear it?"

"You might try and see," suggested Mary demurely.

When dinner was at its gayest, Mrs. Leffingwell turned to Wainwright.

"Do you think," she said, "that your experiment was a success?"

Wainwright's eyes met Mary's in a comprehending flash.

"The greatest I've ever had," he answered, smiling.

More Effective Than Rifles.

(Original.)

Half a century ago a family started in a single "prairie schooner" from St. Joseph, Mo., to cross "the plains." Old John Henderson, his wife, two daughters and little son were the members of the family, and Herman Harris, a young plainsman, was to act as guide. Betsy Henderson, the oldest daughter, was aged 19, her sister Belle 15 and Ben 7. The party started on the 25th of June.

"Dad," said Ben, as they were about to cross the Missouri river, "what'm I goin' to do Fourth o' July?"

"We'll be out on the plains on the Fourth."

"Won't I have nothin' to fire?"

"I'll let you shoot my revolver."

"I want some rockets 'n' crackers, 'n' things."



ATTENDANTS AT THE SAN ANTONIO UNION MEETING SEEING MEXICO. AT THE CHURCH STEPS, GUADALUPE, MEX.—Courtesy Bro. W. H. Shepard, 61.

"I'm afraid you'll have to go without 'em this year."

The girls were listening to this conversation, and Betsy begged her father to take along some fireworks, but the old man said he had no money to burn up that way and no room to carry the stuff. He resolutely declined.

Now, Herman Harris had been picked up at St. Joseph to be with the party for the matter of a few weeks, when it was expected he would separate from them, and they would have no further mutual interest. It never occurred to John Henderson that there could possibly be any stronger tie between them than the journey. He didn't reckon on but two girls and a young man to encounter the dangers of a new country together. When Betsy Henderson was told that Herman Harris was to be their guide and excepting her old father, sole defense against Indians and cutthroats, she brought a great big pair of eyes to bear

on him. She might as well have leveled a revolver, so far as his future freedom was concerned, for he figuratively threw up his hands, while she figuratively went through him for his heart.

The second evening out Herman informed Betsy that he had something to show her, and, taking her to the wagon, they stooped, and there, tied up against the wagon's bottom, was a bundle.

"What is it?" asked Betsy, looking at him with her flaring eyes.

"What's the first thing I ever heard you say you wanted?"

"I don't know."

"I do; I heard you ask your father for fireworks to celebrate the Fourth with."

"So I did."

"I went off and got 'em. There wasn't room in the wagon, so I put 'em up there."

The big eyes took on a certain soft-



GROUP IN FRONT OF PALACE GATE, MEXICO CITY.
—Courtesy Bro. W. H. Shepard, Div. 61.

ness, and that was the beginning of it, a couple of dollars' worth of fireworks.

The party had been out a week when they met a returning train, from which they received information that there were some hostile Indians farther on and they had better turn back. At least they had better make a detour. Henderson listened to this grimly, thought of his wife and children at the mercy of savages and was inclined to turn. He finally concluded to make the detour.

The next evening an Indian was descried on the horizon. It was after sunset, and the form of the warrior stood out in silhouette against a broad strip of red left on the horizon. Then another appeared near the first and another till Henderson counted twenty silhouettes. His heart sank within him.

The line, scattered over half a mile of alkali dirt, moved toward the schooner, on whose white top the last light of day was lingering. If the Indians were

hostile, death—horrible death—was certain. The old man wrung his hands. The Indians came on to within rifle range, then sent a single shot.

There was nothing to do but get behind the wagon, distribute the rifles and die. Every member took a rifle, including little Ben, who found a convenient rest on a spoke. Harris took position midway between the front and rear wheels. The Indians advanced with a scattering fire. They did not know the weakness of their enemy. It was now getting dark.

Suddenly Herman Harris threw down his rifle and, taking his knife from his belt, cut the thongs that held the bundle under the wagon.

"Drop your rifles," he said to the others. "We'll try these."

To the mother and her children he gave roman candles, to the father rockets, while, taking a pinwheel, he passed under the wagon and, getting up on the other side, fastened it to the wagon with a nail through its center. Then, scratching a match, he ignited the fuse.

The Indians stopped and wondered. In the center of the schooner they saw a great fiery eye throwing out sparks on every side. Then a fountain of sparks soared into the air, and out popped a star. In a moment there were several such fountains, all shooting stars. But the most frightful demonstration was a stream of fire directed over their heads, out of which burst a cluster of stars. This was too much for the Indians' superstitious natures. They turned tail and fled for their lives and their souls.

If the display was too much for the Indians, Herman Harris' saving of the whites from massacre was too much for the Henderson family, who the moment their enemies fled fell fainting from the effects of the sudden respite. Harris caught Betsy in his arms, overjoyed that they were all safe, and covered her face with kisses.

Herman Harris from that time became a part of the Henderson family, and Betsy became his wife.

D. FISK BRADY.

The Garnishee.

BY GRACE BOTELER SANDERS.

Amos Mulford sat at his desk, calmly looking out over the great store. A perplexed frown ruffled the calm brow upon which no lines of anxious care remained. The expressionless blue eyes, the weak mouth, the tiny curls which were parted evenly upon his small head, all were undisturbed.

A great question was before him. By the turn of a hand, he could take from the man, whose name lay upon the desk, his position, his means of earning a livelihood.

John Andrews was married; work was scarce and—it was winter.

"Miss Florensheim, this account has gone as long as I care to have it. Call up the Collecting Agency and order them to serve an attachment upon John Andrews' wages. He works for the C., B. & Q. Railroad. Their pay-day comes on the 11th. We have a big bill which comes due about the 12th. We must

little children—he has three, Mr. Mulford, bright, pretty youngsters. They live not far from my boarding place in the shabbiest kind of a house. I have seen his wife several times, a poor, pale little mite. "A garnishee is all right for some professional deadbeat, but I feel sure Mr. Andrews is not that kind. Although I have never met him I am willing to wager considerable on that fact. If he were—and you wished to punish him—take some other way. Do you not realize, that in this way, the heaviest of the blow falls upon the helpless ones?"

The blank look never left the face of



BRO. C. F. MEISTER, MEMBER OF DIV. 4, TOLEDO, O., HUNTING ON SNAKE CREEK; HIS SUCCESS IS SEEN IN HIS STRING OF DUCKS BESIDE HIM.—Courtesy Bro. W. T. Colter, Div. 4.

make the best of our time. Tell Miller to serve the notice at once."

Having delivered this terse command, Mulford leaned back in his revolving chair with a satisfied smile

"Hadrn't you—better send Mr. Andrews notice—give him a chance to—eh—help himself?" suggested Miss Florensheim, who stood with her slim form silhouetted against a background formed by the neat piles of ready-made clothing. "It seems so hard"—the girl clenched her hands, wove her thin fingers in and out among the fringes of her skirt, hesitated, colored then bravely went on. "It seems so hard to throw a man out of work in the winter time. Think of his

Amos Mulford while his employee was delivering this impassionate appeal. When she had finished, he shrugged his shoulders gracefully.

"That, I presume, is your idea!" he drawled, holding to each word as if he were loath to let them go. "Mine is this: When that man assumed the responsibility of caring for a family, he should have been sure he would be able to keep his pledges. If the heaviest blow falls upon his family—that is his lookout. I have sent several statements to him. What good did it do? I simply wasted my postage."

"A garnishee will settle the account, once for all. If dragging him before the

public eye and causing him to pay extra lawyer's fees is preferred by him to discharging his honest debts—let Andrews have his choice. 'Phone Miller at once.'

Wearily Florence Florensheim turned to her work. Her months of labor in the office of the great department store, where she was so closely associated with the manager of the vast concern, had taught her, that a laboring man had few points in the law.

The under-handed scheming, the charging of high prices for shoddy goods, the adding to the monthly accounts of the victims by dishonest methods, false bills and various other means, had led her to sympathize with the poor toiler as never before.

When at school, the daughter of a wealthy merchant, she had looked at these people from a distance and wondered with much disgust at their apparent contentment with their poorly furnished homes and poorer clothing. She had thought them of a different class from herself although the same Lord had created both. She had thought they did not care for the poor distorted hands, swollen and blackened by menial labor. But those days were gone. A dishonest executor had taken away the inheritance of Florence Florensheim in the twinkling of an eye. Without a moment's notice, Florence the aristocrat was forced to join the ranks of the toiler.

"It is not right," hissed the girl bending over the ledger resentfully as she prepared the order before phoning. There seems to be one law for the rich man and another for the poor. Money is all that is necessary to procure justice. With that, one can blindfold the judges and stifle the cries of the financiers. Is it right for me to continue doing things which I know to be wrong? I am a cat-paw, a mere machine to help this man carry on his contemptible scheming. I dare not refuse to obey or I, myself, would be thrown into the street. Things are so different from what they used to be. Oh, if I could only die!"

Tears falling upon the printed slip before her, the head bookkeeper addressed an envelope and called the messenger boy.

The collector was not long in seeking the justice, the justice was not long in preparing the writ, the constable was not long in donning coat and hat or in serving the notice which was to be the undoing of a weaker brother. Blood-suckers all, thriving from the benefits of some one less wise than themselves, living by the unfortunates by the poverty and sickness which made the victim a suppliant for justice lolling in luxury earned by the numerous suits, while the men

and women and children starved—these officials did their duty and did it so well, that within 24 hours after the command left Amos Mulford's desk, Constable Sammons was hammering furiously upon the wooden door of John Andrews' shabby dwelling. A pale little woman, with a child hanging to her skirts fearfully answered the rap.

"Does John Andrews live here?" Henry Sammons was not a bad man at heart. He hated to inflict this blow which he had been ordered to deliver in the name of the law, so he spoke kindly as he continued: "Are you Mrs. Andrews?" Afraid to speak, Mildred Andrews only nodded.

"Then will you give this to your husband?" he asked and fled precipitately from the reproachful gaze of the little woman's pale blue eyes, and the probable downpour of a woman's tears.

As if struck dumb, Mildred Andrews stood for a long minute and a half, in the fireless room, clutching with trembling hands, the bit of paper which Henry Sammons had left. Without reading a word, she knew instinctively that the fateful article—a garnishee—was before her. Visions of wrathful creditors flashed across her troubled vision.

"They'll stop John's money; we won't be able to pay the grocery bill or the rent. They'll put us out into the street, baby," she quavered as she tried to swallow the sobs which would come. "It would be pretty hard to be turned out in the winter time. Poor papa has been trying so hard since he got work. We've paid every cent we could on those old accounts. In another month we would have been able to have settled every one—now—God—" Mildred Andrews fell to her knees and burst out into wailing, sobbing cries. "Now, oh God, his job is gone. We'll be penniless and helpless. What oh what can one poor woman do?"

By the side of the old sheet iron stove in which flickered a fitful blaze Mildred Andrews kneeled to pray.

The shabby clock on the mantelpiece ticked solemnly, from the great hole which had been eaten in the front of the stove by the furious fire, smoke and tongues of flames darted angrily out. Everything in the room was poor and bare and mean. Awed by its mother's sobs the baby crept to the bowed head and laying its towlsed locks against the hem of its mother's skirt, babe wailed a miserable accompaniment to her woe.

It was dusk when John Andrews, blackened from the long day of labor at the coal dock, with bowed back and aching limbs turned his weary footsteps homeward. Thinking joyfully of the money which he was soon to receive, of the pit-

tance which meant the expenditure of so much of his very life's blood, thinking of the bills which he would be enabled to meet. John Andrews went whistling home.

The kitchen, in which there was usually a semblance of comfort, was dark and fireless. Into the dining-room and little parlor he hurried, strangely enough a fear possessed him which gnawed at the very vitals of his heart. Where was Mildred—and where were the children? His foot struck some heavy body. A weak groan escaped the inanimate form. Hastily John Andrews struck a match and gathered his wife into his arms. She was unconscious but her nerveless hand still tightly clutched a crumpled sheet of paper.

With lowering brows Andrews read the

soothingly. "If I do not get this garnishee released before tomorrow my pay will be stopped. What would we do when the butcher and baker clamor for funds? The account was only \$11 in the first place. If it goes to trial the officers all get a rakeoff. It will cost us \$25 at least. I do not want any supper. Go to sleep, dear, and forget it all."

With a hasty kiss John Andrews left the house, the sharp wind penetrated his scanty clothing, fluttered the grimy overclothes and wrapped and unwrapped them about his spare form. With a bravery born of desperation, the husband strode down the snowy streets. With thoughts which engrossed every part of his being, he passed house by house gay with brilliant lights and blazing fires, the homes of the wealthy. Almost before he knew



WHAT THE BROTHERS ON THE D. & R. G. HAD TO CONTEND WITH THE PAST WINTER. A ROTARY PLOW AT WORK.
—Courtesy Bro. J. S. Thompson, Div. 209, Chama, N. M.

glaring title; with a muttered oath, he listened to his wife's stammering explanation; with the tenderness of a woman he carried Mildred to bed, bathed the clammy forehead and stroked the feeble pulse. When she was quieted somewhat, he put on his shabby coat and prepared to go out into the night.

"Don't leave me John, you haven't had any supper. You're so black, you forgot to wash I suppose. Where are you going?" queried Mildred, fretfully rising from the comfortable position in which he had placed her. "You're so tired, stay here and talk to me. I have been worrying all day about what we should do if you are thrown out of employment, the children—"

"That is just what I am going to attend to, dearest," answered the husband

it he had reached the great department store.

Scores of well-dressed, happy people stood admiringly before the windows which were so beautifully decorated with flowers and up-to-date clothing. A chugging auto, filled with luxurious robes, property of the manager, stood before the entrance awaiting its owner's pleasure. Daintily-dressed women leading velvet-clad children, shrank back as this man who wore the garb of the laborer passed them.

The man at the desk saw John Andrews coming and paused in his entrancing occupation of counting greenbacks and more greenbacks which covered the top of his handsome desk.

"You wish to see me about that garnishee?" he lisped as soon as Andrews

approached him. "Just go down to Mr. Miller, the collector. It is out of my hands entirely. Go to see him!"

"It is *you* I wish to see!" answered Andrews quietly, but so fiercely that Mulford started uneasily. "You are the man who, pretending to be a friend, struck me a blow in the back, jeopardized my position when you knew my wife and children would be thrown into the street if such a thing came to pass."

"I have not forgotten your boyhood, Amos Mulford, if you have. You were raised on a farm the same as I. You have no more education than that which was given to me. You are a common workman the same as I, although the path you followed has led you to luxury and ease, while mine brings hardest labor, longest hours and poorest pay. I work for a railroad company, you work for an employer who has men all over the United States living only to do his bidding. I am more of a man than you are although you are dressed in broadcloth and I in rags."

"Listen to me, Amos Mulford! When I came to this city and found you in control of one of the city's largest stores, for the sake of old times, I came here to trade. You did not seem to be exactly glad to see me but I let all that pass, told no one why you should have treated me like a brother. I bought your shoddy stuff and paid you a good price for it. I started an account and paid faithfully every month. So far, all was well."

"Then the panic came," Andrews paused dramatically. "Many's the day, Amos Mulford, when my children subsisted on dry bread and weak coffee. We were too proud to beg and we could not starve. I lost my place. Day after day I walked the streets with wet feet and ragged clothing. Every day, I visited the numerous shops in this city, only to be refused. Sometimes I felt almost like blowing my brains out but I had been too well raised."

"You, who have eaten at my mother's table, know that her son could not die so unworthily. You who were helped in securing your education by my father's liberal hand, you who were an orphan, an outcast, until my father took you in, know that his children were raised with Spartan-like bravery. So I struggled on. I found merchants who believed in me who were willing to trust me until I secured a situation."

"The children were taken sick. Little Amos," the brave voice broke into an anguished sob, "he was named for you, was taken with diphtheria. He—died first. Mildred grieved herself into a slow fever. On Thanksgiving Day our baby came. I mortgaged my watch and my furniture

to satisfy the unsatiable cravings of my creditors who, by this time, were clamoring at my door like hungry dogs."

"Two months ago I secured a place on the railroad. Firing was rough, dirty, terrible work but I took it gladly. In September I made \$70. You cannot know how glad the little woman and I felt. We scrimped until we could scrimp no more, and put every extra cent upon those outstanding bills. Last month, the same operation was repeated. This month,"—Andrews hesitated as if gathering strength for some mighty conflict,—"*This month*, just when I was beginning to believe that there was a God in Heaven—just when we were beginning to see our way through these difficulties, a *hound*, in the form of a *man*, came to dispel my happy dreams. A man, who had fed on my father's bounty, struck a telling blow, calculated to ruin my father's son. A man who has forgotten that he owes to my mother the very education of which he boasts, persecuted my mother's son because of a paltry \$10. You are no better than I, Amos Mulford. You are rich and I am poor, but you are a despicable sneak, a coward on whom I would not wipe my feet!"

"Why is there one kind of justice for the rich and another for the poor? Why may the financier hound the laborer to his grave, the poor man's children to lives of sin and shame? Why must the toiler pay the merchants robber prices? Why does the same dealer, when he finds his customer back a few dollars upon his account, serve an attachment upon this man's wages and turn him into the street?"

"You say the garnishee is a just law. I say, *it is hell!*" With a ringing tone and a gesture which made the dainty Dresden on Amos Mulford's desk rattle like castanets, John Andrews turned upon his heel.

The man at the desk, who had been thus exposed before his army of employees, white-faced, speechless, was made ashamed before them all.

The silence was broken, only by the sobbing of the girls, who stood on the balcony beside their employer and glanced furtively from one face to the other.

It did not matter to them that the tall, erect figure with the fearless glance and honest bright eye who stood so bravely before them all, wore the badge of service. Though hands and clothing and tired swollen hands were repulsive in appearance, there was not one of the listeners who failed to recognize that John Andrews was a *man* and a *hero*.

"That's your idea!" stammered Mulford at last, looking up, "I did not know that your family had been sick. As to

the other matter, I am willing to pay you for what your father did for me."

"That would be impossible!" interrupted Andrews gravely. "Some debts cannot be paid on this earth. You can cancel that obligation only by passing it on, by helping someone else."

"But you *must* undo the wrong you have done me; you *must* go to my employer and set things right. For some men, idle, dissolute, gamblers, such extreme means as you have used with me, is, after investigation, permissible. In my case,—when you appear before the bar of God, Amos Mulford, you will find charged

had wronged, but every worthy one along the way, Amos Mulford rang the telephone bell sharply.

"Give me the Merchants' Collecting Co!" he commanded hurriedly.

"Is this Miller?" he asked after waiting a moment. "Yes." "Release that garnishee which has tied up John Andrews' wages, at my expense, immediately!" he commanded tersely.

"Is that all?"

"I believe so. Good-bye."

Amos Mulford had learned a lesson, the good influence of which never left him as long as he lived.



BRO. J. N. GOFORTH, MEMBER DIV. 438, IN HIS ONION FIELD, JUST NORTH OF LAREDO TEX.
Bro. G., standing by the little girl, raised six carloads of onions on seven acres of ground.

against you, in letters of fire—this garnishee." With bowed head John Andrews spurned the narrow steps of the stair, strode across the well-kept floor. The stained glass door swung open and shut him out—with the night. The clerks nervously took up their duties again, but the man at the desk, thoroughly humbled, his wet face resting on his trembling hands, did penance which the One Above knew would be lasting and sincere. The pride and self-consciousness of years had been swept away when he saw himself as others saw him. With a determination to help, not only the friend whom he

Marooned in London.

BY FRANK CLIFTON.

(Copyright, 1906, by May McKeon.)

"I'm sorry, miss," said the agent politely, "but there is not even a berth left."

"Perhaps I might get in the second cabin," suggested Madge, with a sudden accession of hope. The agent smiled.

"There are more persons going back second cabin than there are who want firsts," he explained. "You see, lots of those who come over first cabin only

have enough for the second cabin on the way home. Some of them discount their return ticket for the little extra money they can get that way. Of course some one might decide not to go at the last moment, but there are 137 applications in ahead of yours, and there would have to be 138 passengers not going before I could fix you up on that boat."

"But the next?" she persisted.

"Just as bad, if not worse. I am afraid that I shall not be able to book you before the end of next month."

With a sigh, Madge turned away from the counter. She had lingered on in Europe after the rest of her original party had returned. She had joined the Worthingtons after that, but now they were starting for the Nile trip, and it was important that she should get home. There had been no hope of obtaining passage on the French and Hamburg liners, and she had run over to London supposing that there would be a better opportunity.

But everywhere the same story was told. The rush of westbound traffic was unexpectedly heavy and there would be no chance for a stateroom for weeks to come. Aunt Clara was fretting at the delay, her father had written her that he was not well and he wished her to return at once, and yet they would probably be forced to remain in London for five or six weeks.

Madge always thought better when she walked, so she dismissed her cab and started to walk back to the Cecil. The busy London streets quickened her thoughts, but these only served to show how unpleasant was her situation. It was a very blue face that crossed Tom Manning's line of vision.

"Miss Howard!" he cried, starting forward. "This is indeed a surprise. I had supposed that you returned long ago."

"Returned," she laughed dismally. "Why, we are marooned here. We cannot get a berth for love or money."

"If misery loves company you have lots of it," he laughed. "Let's go and have some lunch. That may cheer you up a little. I'll telephone Mrs. Twomey."

Madge nodded gratefully. She had always liked Tom Manning, and they turned their steps toward the Carleton. She waited while he went off to telephone her aunt.

He ordered a capital lunch, for he had a rare sense of gastronomic proportions, and she really enjoyed the dainty meal, though she caught herself wondering how much more glad she would have been had it been Frank Roper whom she had encountered. He was a business man, where Tom was a mere society

butterfly. Frank could have found some way of getting her out of the trouble; Tom was only a momentary diversion.

Almost as though in answer to her question Roper entered the dining-room and came toward them. His alert bearing was in marked contrast to Manning's rather boyish pose, and yet somehow she did not feel so glad to see him as she had been to greet Tom.

He took a seat at their table in response to Manning's invitation and listened gravely to her recital of her troubles.

"I regret that I cannot be of assistance," he said when she had concluded. "I made every endeavor yesterday to arrange a similar matter for the relatives of some business friends, and the case is hopeless. Even the freighters are booked far ahead."

"Then you are marooned, too," she laughed gleefully.

"I never permit such a situation," he said complacently. "My interests are too large to admit of delay. My room was booked before I came over. I am going day after tomorrow."

"I guess we exiles shall have to charter a steamer," laughed Manning. "If you are done, Miss Howard, shall we go?"

She left the table with relief. Somehow Roper's attitude of complacent satisfaction was positively hateful. She had always liked him before. Down in her heart of hearts she had vacillated between the two men ever since her coming-out ball. Her preference had been for Roper until now, but at present Tom's mercurial temperament suited her mood better, and she was glad that she had met him first.

"Since Frank has refused the request, may I take it up?" he asked as they parted at the hotel. "I may be able to sandbag some unwary tourist and take his stateroom from him."

"If you only could!" she cried impulsively. "Father is in poor health, and I am so anxious to get to him."

"Can you sail at once?" he asked.

"I'd like to go this minute," she cried.

"Consider it done," he said, with mock dramatics. "I will work the sandbag persuasion this very day."

Madge went upstairs oddly comforted by the assurance, though her sense told her that Manning could not succeed where Roper with his influence had failed.

It was with misgiving that she opened the note he sent her that evening, but a delighted cry escaped her when a ticket fell out. She let it flutter to the floor when she read the letter. It ran:

"DEAR MISS HOWARD—I am called out

of town and am mailing these to you. You can fix it up when I see you in New York. Hope you will have a pleasant passage. With regards to your aunt and yourself,

THE SANDBAGGER."

Roper called that evening to explain that he had heard of a berth that she might obtain four weeks later and seemed much relieved to find that she had been provided for.

"I should have offered you my room," he said, "had it not been that it was imperative that I should be in town next week. We shall be fellow passengers."

Madge could not arouse great enthusiasm over this fact. A few weeks before she would have been glad. But since the luncheon she had changed. It was unreasonable to expect him to give

steamer. Roper leaned on the rail beside Madge.

Suddenly he gasped her arm and pointed to the gangway. "Isn't that the richest joke?" he chuckled. "There goes Manning. He probably got strapped and came over steerage because it was the best he could afford. This is rich."

In a flash Madge solved the situation.

"I am afraid," she said, "that we are occupying Mr. Manning's stateroom. That is probably his reason for coming third class. He knew how anxious I was to get home, and that is the way he solved the problem. Had I known I should never have consented."

Roper's mirth changed to a sickly smile. "I congratulate—Mr. Manning," he said as he turned away.



BRO. JOHN F. IRVING, DIV. 409, MAKING A SUCCESS OF THE LAUNDRY BUSINESS IN METROPOLIS, ILL.

up his stateroom, yet the complacent way in which he had dismissed that possibility had irritated her.

It was not as pleasant a trip as Roper anticipated. Madge was pleasant, but there was no chance to get a chat with her, and they were nearing home before the opportunity came to put his fate to the test.

He had regarded her acceptance as a matter of course, and her prompt and emphatic negative put him out of sorts with himself. He did not come near her again until they lay off quarantine and the steerage passengers were being transferred to the Ellis Island boat.

The cabin passengers were hanging over the rail watching the odd characters as they trooped on board the little

steamer. That evening Manning presented himself at the Howards' in response to Madge's note. "I was going to arrive officially in a couple of weeks from now," he explained sheepishly. "I did not want to see you two left alone in London, and I had to get back on a big deal I was working. I'm sorry you saw me, though."

"I'm not," she said decidedly. "I used to think you were just a society butterfly, and I'm glad to know differently."

"Oh, I work," he said lightly. "Only I don't bring my business to 5 o'clock teas, and I rather like the teas—that's all."

"Just—the teas?" asked Madge meaningfully.

"Do you mean"—he stammered.

"Yes," said Madge. "Since you are afraid to appear to take advantage of your action I suppose I shall have to force you to propose."

"It won't take much forcing," he laughed. "Will you?"

"Gladly," said Madge.

At the Spelling School.

BY CAROLINE SPENCER.

(Copyright, 1907, by Mary McKeon.)

Burt Seymour, son of Farmer Seymour, had given a "sugaring off" party in the sap bush, and his invited guests numbered a dozen of the young men and girls of the neighborhood. Such parties are always given with the last run of maple sap and are simple affairs. The guests all gather at the sugar bush, where the sweet sap has already been boiled down to thick syrup, and seat themselves on a log while the syrup is boiled a little more and then served around on clean maple chips. There is snow yet left in the woods, and a dab of syrup dropped on the snow produces maple wax. There is a general stickiness, a general state of hilarity, and the girls go home with wet feet and the young men with wax on their chins.

In one sense this party referred to was a great success. In another it was a calamity. A sewing machine agent had been stopping at Farmer Haliday's for the last two weeks while he beat up the country. He happened to be a young man and a taking fellow, but there was no earthly reason for Burt Seymour to be jealous of him. Eunice Haliday and Burt had been engaged for three or four months, and while she was naturally flattered at the compliments paid her by the agent, whose name was French, they didn't turn her head by any means. She saw from the first that Burt was inclined to be jealous, and she was therefore more circumspect, but Burt's jealousy still rankled. He took good care that the stranger shouldn't be invited to the sugar party, to which Eunice was duly escorted by the host, but cheek is a part of the stock in trade of agents of all sorts, and no one was greatly surprised when Mr. French showed up as cool as a snow bank and took the biggest chip in the collection.

As old Aunt Martha used to say, all girls that amount to anything have a spice of devilry in their nature. Be they ever so sweet and nice, there are times when they like to hector. When Eunice saw, with all the others, that the coming of the agent annoyed her lover and that Mr. French was inclined to put himself out in another and more agree-

able way to make things a success, she came as near flirting with him as she could and miss it. The harder Burt scowled and the more he showed his vexation the more reckless she became. She didn't intend to go too far, but just far enough to punish him. He would be sulky and sulky going home, but she would make up with him before they reached the gate—that is, she thought it would be that way, but she was mistaken. Burt referred to the agent as a "snide," a "squirt" and several other things, and, although she only defended mildly, it was sufficient to keep his temper hot. He announced that he had been disappointed in her; that there was no such thing as loyalty known to her sex; that a few compliments from a "masher" were valued by her more than his enduring love, and when the gate was reached she announced that she wouldn't submit to be browbeaten, and he flourished his arm in reply and exclaimed:

"Farewell, false girl! I have loved you as no man ever loved before, but you have let a fool part us. I may be sunstruck this summer or die of a broken heart or commit suicide, but 'twill not matter to you. You will have simply broken one more human heart—shattered the faith of another man in woman's integrity."

Of course Eunice went into the house prepared to brave it out, and of course it wasn't fifteen minutes before her mother suspected that something had transpired and whisked her into the family bed-room to say:

"Now, then, has that Hattie Jones been saying mean things about you again?"

"No, ma!" replied the daughter as she burst into sobs.

By and by all the details were in the mother's possession. The girl did not deny that she had flirted a bit, but she had not really meant anything serious. She was deeply in love with Burt Seymour, and as she thought of his dying of sunstroke and going to his grave believing she cared for any other man, no matter how many sewing machines he could sell in a week, it almost broke her heart.

"Well, now, stop crying while I talk to you," said the mother. "You should not have flirted, and Burt should not have made a fool of himself. He's gone away to chew the rag, as your cousin Ben puts it. He thinks he'll get a letter from you in a day or two asking his forgiveness. Then he'll take a week before coming around and condescending to make up. First and foremost, you are not to write him a line. Second and hindmost, he's got to come to you if

there is any coming about it. Your father was just another such idiot when he was running after me, and I made him crawl. That's why I have always had the whip hand of him."

"But you know how set Burt is in his ways," pleaded Eunice.

"But you can be just as set in yours."

"But suppose he's found dead with my photo on his broken heart."

"Suppose our old dog should bark his tail off! You are going to do just as I say, and that ends it. I'm your mother, and I know something about men, and if I don't help you to bring that smart young man back within two weeks I'll never darn another pair of socks for your father."

One event invariably follows the other

"Don't you worry, Joseph," was all the reply he got, and about all he expected, but to the daughter the mother said:

"Eunice, when the spelling school comes off I am going to bring that young man to the mark. He is one of the best spellers around here, isn't he?"

"Yes, ma."

"Well, so are you. Some folks say you are better than he is. If you are on one side and he on the other, you are going to beat him."

"But suppose I can't."

"I'm just going to pray that you will."

"Then he'll be madder yet. Maybe he'll go right home and commit suicide."

"And maybe he'll go right home and get some sense in his head. I'm running



THE ENGLISH WAY OF INVESTIGATING WRECKS AND GIVING PUBLICITY TO THEM AND THEIR CAUSES.

—Courtesy C. E. Stratton, M. E., Westminster, England.

in the country. After the sugar party, about two weeks after, comes the last day of the district school, or the close of the term. Word goes out for ten miles around, and the 200 young and old who attend manage somehow to get into the schoolhouse. Then two persons choose sides, and the whole crowd lines up, and the schoolmaster pronounces the words. The spelling school for the Seymour district was announced for a date two weeks subsequent to the sugar party and the lovers' quarrel. No Burt called at the Haliday farmhouse to make up. The days passed, and poor Eunice went about with tears in her eyes. Even her father noticed that the daughter was looking red eyed and pale faced and asked the wife if a doctor had not better be consulted.

this show, and I want you to do just as I tell you."

There was the usual big turnout when the evening came. The sewing machine agent had departed for other fields, and Eunice arrived at the schoolhouse in the company of her father and mother. Almost immediately she heard that Burt Seymour had come alone with his horse and buggy. She also heard that their misunderstanding was being gossiped about. The schoolmaster was well known to the Halidays, and a few whispered words from Mrs. Haliday perfected her plans. It was announced that Mr. Burt Seymour and Miss Eunice Haliday would choose sides, and they found themselves at once the center of interest. Each sought to decline, but each was pushed forward. Each line when filled numbered

80, and then the spelling began. The first five minutes did the business for 20.

In a quarter of an hour there were only 10 spellers on their feet. Five minutes later Eunice and Burt alone were left. They stood facing each other, though not looking into each other's eyes. Burt looked obstinate, and the girl had her chin in the air. It was called the greatest contest of the decade. For 20 minutes the teacher hunted out the hard words, but could trap neither. Then Burt was caught and went down, and the victory was awarded the girl amid cheers. Five minutes later the crowd broke up, and Eunice was hunting for her wraps when a hand was laid on her arm and a voice whispered:

"Euny, how do you spell 'idiot,' 'forgive' and 'love'?"

"The simplest way," she replied as she turned to Burt.

"Then ride home with me. I brought my buggy on purpose."

"Of course I worked," said Mrs. Haliday that night to herself after making a cackling noise in her throat. "If it had been left to Eunice, now—but it wasn't. When a smart young man thinks he's smarter than an old married woman it's time he was spelled down a few and made to take a back seat."

John Carson's Awakening.

BY D. C. HUFF, DIV. 15

In one of our large eastern cities there resided a very wealthy and, at one time, very influential gentleman. For personal reasons we will use the name of John Carson. This old gentleman was the proud father of a son named William or, to be more familiar, "Billy," and a very charming daughter, Josephine. Billy Carson was one of the best known of the young men about town, and his adventures were very numerous and, with other young fellows of his class, was always ready for a lark and good time generally. His mother was much worried and reprimanded him quite frequently for his mode of living, but the "old gentleman" used to say,

"Let him alone, mother. He will soon see the folly of his present way of living, he will then settle down and we will have peace."

But Billy was in no hurry to give up his life of gaiety, but found an inclination to do so when he met Miss Winifred Kimberly at a very select social function. This young lady was of comparatively poor parents, but was highly accomplished, and Billy became very attentive to Miss Kimberly, and the gossips were so persistent that at last Billy's father

became aware of his son's attentions to the young lady, and was very much put out.

"To think William would pay serious attention to any young lady without consulting me," and he started a quiet little investigation of his own of Miss Kimberly's standing, financial and otherwise. It became very plain that the old gentleman was not pleased with his son's prospects if he continued his attentions to Miss Kimberly, and one day he informed Billy that his attentions to her must cease.

It is always natural, when any opposition comes in a family that is considered unfair, the mother is consulted; and this is what Billy decided to do—consult his mother—and what she said was to guide him in the future regarding Miss Kimberly.

Mrs. Carson had met the young lady of Billy's choice and liked her very much, as did his sister Josephine, and the opinion was common with both, that if anyone could keep Billy in the "straight and narrow way" Miss Kimberly was the one to do it.

Billy approached his mother one day and said:

"Mother, you have probably noticed or perhaps heard of my attention to Miss Kimberly. Father is very much against my paying her so much attention, but I consider her good enough for me, and tomorrow I must give him my decision, yes or no. Mother, what would you advise me to do?"

"Billy," replied his mother, "there is no one who wants to see you happy and contented any more than I. Miss Kimberly is a young lady of unquestioned character and, though her family connections are not as high in the financial or business world as yours, I am satisfied with your attentions to the young lady. I know your father's opposition is very strong, for he considers that you should settle down to a business life before thinking of getting married, and for that reason puts forth his opposition."

"I know, mother," replied Billy, "that I ought to have settled down long ago. Now that I have the incentive for doing so, father discourages me with his objections to Miss Kimberly."

The next day was one Billy Carson has never forgotten. He met his father in the library as previously arranged, when the old gentleman remarked:

"William, I suppose you are aware that our coming here is very important to both of us. To you, because of my advancing years; to me, because of your young manhood, for, you know, I cannot much longer continue in the busy world of hustle and bustle, and for that reason

you must in the near future take up the work I am doing; and I hope that when you accept the reins of management we will have no cause for regret, but be able to congratulate my successor. But there is just one objection at present, I must inform you, and that is your attentions to Miss Kimberly. William, I am very

"you have disregarded my wish, and you will have to fight your own battles. You are throwing away wealth and a good position, and from now on you will earn your own way in the world," and the old gentleman hurried from the room.

Billy went to his mother and sister and told them of his interview, and of



THE BURIAL PLACE OF GEO. STEPHENSON, THE FIRST SUCCESSFUL LOCOMOTIVE BUILDER, CHESTERFIELD, ENGLAND.—Courtesy Bro. Ernest A. Yarwood, Div. 333.

much opposed to your attentions to this young lady. Though of a good family and of excellent character, she is far below you socially and financially, and for that reason I am anxious to have your attentions cease. I await your answer."

Billy was silent for a time, but when he thought of the day that they both told to each other that to be happy they must pass through life together, and she promised that some day she would be his wife; and now he was facing the turning point in his life, though he could see what the future had in store for him if he refused his father's request; he was brave, and after thinking the matter over and over, he approached his father and said,

"Father, it is very hard for me to go against your will, but feel that I must, and if you consider I am doing wrong, and even if you are to cast me off, I will have to accept the inevitable, for I positively refuse to give up Miss Winifred Kimberly."

"Young man," replied the father,

his father's decision, and both were greatly distressed.

"Now, do not cry," said Billy. "I will make my way and when I need help or a friend I will call on my dear mother and little sister Josephine, and I know they will not fail me."

Billy went to Miss Kimberly and told of his failure to have his father's approval of his choice, and the young lady was very sorry, but said:

"Billy, perhaps we had better cease our attentions, for see what you are



SYDNEY SMITH, INVENTOR OF THE STEAM GAUGE—SYDNEY SMITH & SONS, BASHFORD, ENGLAND.

—Courtesy Bro. E. Yarwood, 333.

giving up—wealth and a good position—all for me," and waited tearfully for Billy's reply, which was:

"Winifred, wealth and position are nothing to me when you are at stake, and as we planned a long time ago, we will go through life together. I am strong and can work, and perhaps I will be much happier than I have ever been in my life. I have two dear friends left, mother and Josephine, who will always look upon us with favor."

Billy married the girl of his choice and accepted the position of locomotive fireman on the J. & F. R. R., moved to J—, and settled down to a life of independence. He wrote his mother and sister regularly and told them of his success as a fireman, and in one of his letters to Josephine he wrote:

"I am firing for one of the finest fellows in the land, Dick Williams, and the first opportunity I have I want to introduce you."

One day while they were waiting for their train to be made up the conversation drifted to the question of women.

"Billy," said Dick Williams, "I wouldn't object to getting married if I thought I could get a good woman, and not be handed a 'gold brick,' but you know it is very hard to pick out a good, saving woman nowadays, and that's what a poor man wants. Suppose he gets one who keeps the back window open, and as fast as the necessities of life come in the front door, out through the open window goes half your income. Am I not right, Billy?"

"You certainly are, Dick," replied Billy. "I had a hard time trying to convince my father, John Carson, the banker who lives in C—, that I had found a good woman, but he failed to see it, and he and I have been on the outs ever since."

When Billy mentioned the name of John Carson and claimed him as his father, Dick was very much surprised and exclaimed, "You don't mean to tell me that you are the son of John Carson? Why he is one of the directors on this road."

"Yes, Dick, that's my father, but what of it? I am only a poor man now, though I have had some high old times at his expense; those days are passed and I am happier now than I was then."

"Well, that's a great surprise to me. To think I have had a son of one of the directors with me so long and never found it out before. Bill, you are a trump and deserve to succeed."

"Then you had a falling out all on account of a woman," said Dick wonderingly and with a little contempt in his voice.

"Never mind, Dick, you will meet your 'Waterloo' some day when the right one comes along, and you will be ready to make sacrifice for her," and he thought of his sister Josephine.

"Say, Dick," called a voice at the side of the engine, "you fellows are to be held for a special. We will call another crew for 85. How is this mill? Will she stand a record run?"

"Yes, sure," replied Dick, "but what is the special?"

"Oh! some of the directors and their families are out for a pleasure trip, and I suppose to see where they can chop off some expense. You know, Dick, those fellows hardly ever inspect any of their properties unless they are on the verge of trimming some department. They will be here in about 30 minutes," and the speaker, who proved to be the engine dispatcher, walked into his office.

"What do you think of that, Bill?" remarked Dick. "Perhaps your father will be on that special. What will he say if he sees you in a fireman's uniform?"

"I do not know," answered Bill, "but I'll tell you one thing, if my mother and sister are on that train, I am going in to see them and you will go with me, whether father is pleased or not."

The train arrived, composed of three private cars. The party alighted, except the ladies, and Billy soon observed his father and made himself so conspicuous that the old gentleman could not fail to see him, and when he did he approached Billy with a look of great surprise, and exclaimed:

"Young man, will you please explain why you are employed here and how long? Your mother has never intimated to me that you were working in the capacity of a fireman. My supposition was that you had a position in some business house."

"I have been here, father, ever since you and I had our disagreement over Winifred, and I can say I have been quite happy ever since."

"I'll attend to your case later on," remarked his father, as he joined the party of officials.

Dick Williams stood in the gangway of his engine and overheard the remarks of Billy's father, and said:

"Now, Bill, you are in for it, I'll bet." The young man only smiled and remarked:

"I'm not worrying, Dick. Let us go in the cars and see if we can find mother and Josephine."

Dick hesitated, but Billy said:

"Come on, Dick, I want you to meet my folks, and this is an opportune time," and the two entered unannounced.

Josephine spied Billy and was over-

joyed to see her brother, who exclaimed: "Sister, let me introduce you to my friend and all-around good fellow, Mr. Richard Williams."

Josephine was pleased to meet Dick, who was a fine looking fellow, but of a very retiring disposition.

"Billy," said Josephine, "come in where mother is, and you, too, Mr. Williams," and the three soon were in the presence of Mrs. Carson, who was also happy to see her boy looking so well.

Dick received an introduction to the mother, and after a few moments in the company of his mother and sister Billy and Dick went back to their engine, expecting the inspecting party back at any moment.

Williams received orders to make the run to F—, a distance of 92 miles, in about two hours and thirty minutes, but did better than that, covering the distance in two hours and twenty minutes, and was complimented by the officials on his fine run, and Billy's father, especially, was pleased and told him so personally, and added:

"I suppose William should receive some credit also?"

"Yes, sir," answered Williams, "give Billy half the credit. He worked like a Trojan to keep the pointer at the desired pressure, and succeeded admirably."

At this moment Billy approached, having entered the train to bid his mother and sister goodby, and when his father saw him in his suit of blue and the honest marks of toil on his face, remarked:

"William, I am instructed by your engineer to give you half the glory for the remarkable run he made from J— to F—, which I do with pleasure."

"Thank you, father, very much," replied Billy, "but a change in your decision relative to my marrying Winifred would give me much more pleasure."

A look of pain and regret shone in the old gentleman's face, and he at length replied:

"William, I am almost compelled to think that I was hasty when I tried to cause a disagreement between you two young people, and I ask your forgiveness. You have shown me I made a mistake when I did so. I want you to inform Winifred that she is welcome at your old home any time she desires to come. Goodby, my boy," and the parting between father and son had every evidence of affection.

Dick Williams, from his position in the cab window, heard this conversation, and when Billy stepped up on the deck he grasped him by the hand and said:

"Billy, you have shown your true makeup and I congratulate you. I suppose the old gentleman will send for you to come home now, and I will lose my

fireman, and I will be sorry when that time comes."

"Dick," said Billy, as a suspicious moisture shone in his eyes, "that is the farthest from my mind. The happiest days of my life have been spent at my little home and on the engine deck with you, and I have no desire to discontinue that happiness. I want to stay here and some day, perhaps, I may be an engineer and then, and not until then, unless by accident or sickness, will I leave you," and the two friends whose lives were so full of danger and who were so much attached to each other, stood with clasped hands and silent, but the light in their eyes plainly showed a friendship true as steel.

About two weeks after the events of which we have written, a letter came to Billy from Josephine, telling him of a family gathering at his old home, and he was to attend without fail and to bring Winifred, "as this is father's special request," and "do not fail to bring Mr. Williams."

Billy read the letter to Dick and told him to arrange to go. Williams made all manner of excuses, but with no success, as Billy said,

"You must come, especially when Josephine sends you the invitation," and Billy did not fail to see the blush on Dick's face.

That day was a happy one for Billy Carson, especially so when his father, who so strongly opposed his attentions to Winifred, approached his boy and said,

"William, I see now that I made a great mistake when I tried to keep you and Miss Kimberly apart, and I am glad for your happiness, and you and Winifred will be welcome at any time."

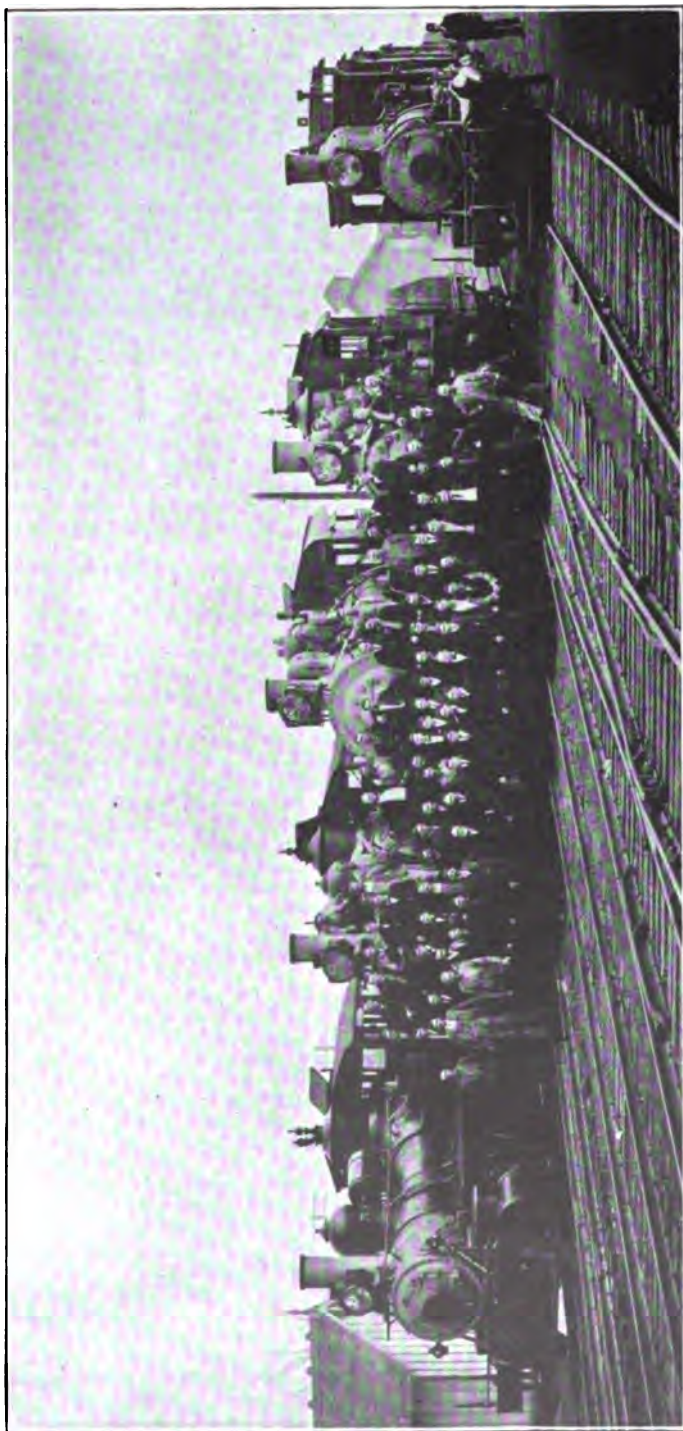
"Father," said Billy, "I am glad to hear you talk like that, as it makes me feel happy. Your decision made a dark cloud in my life, but that cloud had its silver lining in Winifred, mother and sister, and my staunch and true friend, Dick Williams, and made my life so full of hope that I felt some day you would change your attitude toward me. As to my coming back home, I will consider that proposition, father."

"All right, my boy," said the father, with a suspicious quaver in his voice.

Miss Josephine Carson and Mr. Dick Williams became fast friends and in due time were married. John Carson put forth no opposition to this affair.

Billy concluded to remain on the road and is now an engineer. Williams is also still in harness and often thinks of the days of Billy's struggle to gain a victory over an obdurate father and his success.

John Carson, although a very old man now, is never happy unless his children,



GROUP OF LOUISVILLE & NASHVILLE YARD ENGINES, CREWS AND OFFICE FORCE, HOWELL, IND.

The picture planned by Erwin Jones, G. Y. M. Howell & Evansville Yards, shows five regular engines, and more than 60 of the day and night forces, engine crews, yard crews, and office force. The engines beginning at the right are, engine 306, an old-time ten-wheeler built in the early '80's, ran between Louisville and Nashville during the Civil War. Engine 684, a Roger consolidated, built about 25 years ago, now cut down to 8 pairs of drivers for yard service. Engine 2072, latest type of L. & N. standard yard engine, 19 x 26 cylinder, 8 pairs of drivers, weight, 135,000 lbs. Engine 620 same as 608. Engine 530, an old-time 20-inch Mogul, no changes except footboards and sloping tank. The picture shows: nine engineers, all members of Div. 154; nearly all have been long in the service of the L. & N. in different occupations; all were promoted here. At right of picture stands C. A. Davis, in front of second engine, 30 years service, a member since '91. W. F. Sullivan standing on front and right side of engine 608, 30 years service, member since '81. John Conrad on footboard ahead, at Sullivan's left hand, 15 years service, a member since '08. J. E. Bryant, sitting on hand-rail of engine 2072, 28 years service, a member since '88. T. E. Compton, on front timber of 2072, second man from end on right side of engine, 15 years service, a member since '05. W. E. Gymer, on left steam chest of engine 620, 24 years service, formerly a member of Div. 129, member of 154 since '08. Chas. Sutter, on left running board of engine 620, standing behind fire, Gymer, service 23 years, a member since '84; F. A. E. Div. 154 for past 14 years, and Sec. Treas. Indiana Legislative Board. W. H. Burgrabe, front row, third from left of picture, 25 years service, a member since '08. Harry Joyce, front row, first on left of picture, 15 years service, a member since '06. E. Jones, G. Y. M., front row, sixth from left.

F. A. E. 154.

as he calls Billy, Winifred, Dick and Josephine, are all near him.

This shows that true love stands for greater happiness than power of wealth.

Billy Carson could resign his position and live a life of ease and comfort but, as he has said, he preferred the life and friends won in the days of his struggle to win a place in the business world.

Duty Versus Rights.

BY THE REV. CHARLES STELZLE.

Since the birth of the American Republic we have accepted as supreme the doctrine of "the right of liberty and the pursuit of happiness." In our systems of jurisprudence, and in our treatises upon statecraft and sociology, the emphasis has been upon the "rights" of mankind. We have been hearing about the rights of the child, the rights of women, the rights of capital, the rights of labor, civil rights and political rights, until the doctrine of human rights has become a thing working confusion and hatred.

In sharp contrast with this method of securing better conditions for mankind and a more harmonious spirit among men, is the doctrine taught by God. In the sacred word there is practically no reference to the rights of man—the emphasis is upon the duty of man.

When the strong oppress the weak, we immediately cry out that there has been a transgression of rights. The New Testament declares that the law of love and brotherhood has been violated.

If the rich operator oppresses the wage-earner, reducing him to a starvation plane; if he so manipulates the market and closes factories as to prevent the laboring men from enjoying food and comfort, the remedy that the Bible proposes is not in emphasizing the rights of the poor, but in thrusting in upon the employer the thought that in the treatment of his men he is to follow the law of love and of brotherhood.

Human rights will never suffer if human duties be performed. The time has come when duty must be emphasized. The duty of the mistress to the maid, of the maid to the mistress. The duty of the employer to the employee, of the employee to the employer.

Duty, then, and not rights, is the supreme need of the hour. For the doing of one's duty will carry one farther along than the mere granting of another's rights. Gradually, men are coming to learn this important truth. The growing spirit of altruism indicates it. The workingman demands justice, and he is right. But God demands more than justice. His imperative is love. For love is the fulfilling of the law.

Hamilton the Beautiful.

BY W. F. STUART, T. H. & B.

Awake! O Muse, and give me power
To chant one magic strain.
While here I wander for an hour
O'er hill and dale and plain.
The sun is rising in the east,
The clouds are tinged with gold.
Oh, how delightful is the feast!
'Tis glorious to behold.

Nature in one resplendent scene
Now bursts upon the sight,
The sparkling dewdrops melt away
Before the glowing light;
Sweet flowers are blooming at my feet
With tints so rich and rare,
With all the freshness of the morn
They permeate the air.

And all along the mountain side
Fresh beauties meet the eye.
Here broad inclines of living green,
There fruitful valleys lie,
While farther on the time-worn crags
Jut out with angry frown,
Eager to quit the earth's firm grasp
And tumble headlong down.

But hie! I hear a babbling sound
'Tis like a welcome song,
It is a streamlet's new-born voice
That murmurs all day long:
I kneel beside the gurgling spring
To taste the water free,
More pure than mortals ever brewed,
And sweeter far to me.

Now high upon the mountain's brow
Enchained and mute I stand
To view the landscape stretching wide
The work of Nature's hand;
I see the hills that rise afar,
The vales that sleep below,
The streams that wind through verdant meads
Enlarging as they go.

But now a sight sublimer still
Arrests the ravished eye,
Rocks upon endless rocks are piled
With turrets battling high:
Into the caverns deep beneath
A flood its torrent pours
And thundering on the rocks below
With maddening fury roars.

Still the beauteous city sleeps
In the morning's dreamy hours,
Its busy pulse is still at rest
Like whispering leafy bowers;
Along wide avenues and streets
Tall trees like giants rise,
While turrets, domes and lofty spires
Rise towering to the skies.

Beyond I see the shining bay,
Its waters lulled to rest,
While here and there a snowy sail
Is borne upon its breast;
Let Italy tell her fairy tales
Of streams and groves and flowers—
We boast as great on all sides
Round this Hamilton of ours.

HAMILTON, July, 1908.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

At Sea, Steamer "Caledonia," May, 1909.

'Tis a beautiful night at sea,
And I couldn't a moment sleep.
As my ship drives on,
Towards the rising Sun,
O'er the face of the trackless deep.

Overhead are a million stars,
And the night-winds gently croon,
And in splendor grand,
Never seen on land,
Is the queen of the tides—the Moon!

'Tis a rare old night at sea,
There's nectar in the air,
And I deeply quaff
Countless lungfuls off,
On this glorious night so fair.

I am sure there is health at hand,
From the ills I have felt ashore,
That again I'll be
Frisking fondly free,
Ere this grand old voyage is o'er.

Oh, I love the dear old sea,
And I'd have no thought of fear,
If the foam should fly,
To the masthead high,
And our course we couldn't steer.

If the heavens all grew black,
From the force of the roaring gale,
She would drive her way
Through the flying spray,
And her tumbling course she'd sail!

We have plenty of sea-room now
For we're nary leagues from shore,
Yet a berg may drift
From some yawning rift,
And come down from Labrador.

There is tonic in the sea,
There is nectar in the breeze,
As it pipes along
In a raptured song
Of a thousand witching glees.

And I'll stay on deck tonight,
Till I greet the morning gray.
And the rising sun,
As he starts to run,
On another new-born day.

SHANDY MAGUIRE.

Half Seas Over, Atlantic the Ocean.

STEAMSHIP "CALEDONIA," May 5, 1909.

EDITOR JOURNAL: Here I am in mid-Atlantic on my way to Scotia's banks and braes, on the good ship "Caledonia." In the long, long ago, when we were fleeing from a famine-stricken land, I was on this part of the Atlantic the first time, a passenger on an emigrant ship. I was then in the morning of life and knew very little of the world or its ways. I was intelligent enough to know that beyond the sky line was a big charitable land, whose sons dismantled their ships of their guns and sailed them with food for my starving countrymen. I have never forgotten that noble act of mercy to the poor starving creatures in my native land, and I have all my life since then gauged my estimation of American born men by that never-to-be-forgotten act; nor have I been disappointed at any time in the long years behind me since the "Jamestown" spread her sails and departed on her voyage on her errand of mercy.

As we were steaming by Sandy Hook last Saturday the steward of the "Caledonia" handed me this telegram: "Cleveland, O., to Patrick Fennell, care steamship "Caledonia."—The Grand Officers all unite with me in wishing you a pleasant voyage, and hope you will return to us again in safety. W. S. STONE."

I went to the companion of my voyage and read it to her and, through the JOURNAL to its readers in three nations, I am not ashamed to tell that the flood-gates of our eyes were opened and, amid our bosom-bursting sobs, Warren S. Stone, we prayed heartily and devotionally for God to bless you and yours, and your kind-hearted associates and theirs, for making us so happy as the ship was taking us away from our loved ones behind to foreign lands. May God reward you all one thousandfold.

Your telegram gave me another proof of the nobility of character of the big broad-gauged American.

It is when the robust health fails and the muscles of the body relax and become impaired so that they cannot respond as of yore, that a man can appreciate his friends.

Well, here we are on the Atlantic where I prayed to be one thousand times. Poor Sweetness, at this writing, is laid out for death, lacking the candles around her head, with a right good attack of charitableness, for she is giving all she ate during the past week to the fishes. I guess she'll pull through. She never died yet! But, O Lord! she looked like misery's mother. I lost but one meal so far. I always had a knack of retaining my food where it belongs until lately.

Life on shipboard and on shore is vastly different. We have a passenger list of 116 in the second cabin, where I am domiciled. We have to entertain ourselves as best we can. There is vastly more separation of people on shipboard than on shore. The almighty dollar is lord paramount. The first cabin aristocrats are surrounded with their dollars and their dignity and if we poor plebeians of the second cabin would pollute the air they breathe by our presence, we would be shot. They have the privilege of coming into our preserves when they choose. Also, they can go into the steerage. We can also go into the steerage, but the poor people of the steerage cannot come between the wind and our nobility.

I asked the steward if there is ever a time on shipboard when the barriers of social restriction were leveled down, so that all could meet up on the square. He could not answer me. So I told him that perfect equality might prevail or, perhaps, the last might be first when the order is given to clear away the boats. Let me tell you that when the struggle for existence takes place the stalwart boys of the steerage won't be last in the desolating race.

One of the principal things confronting active fellows is how to entertain each other, so as not to sit listening to

old stale jokes which ought to have been buried with our old grandmothers.

We are faring very well. Each day the males play "push the ring," which is a kind of Scotch hop, and other games originating in Scotland or the North of Ireland. At night we start up singing and dancing in the cabin, recitations, and mock trials of detected thieves. There are some fine singers on board and they strike up nightly the old songs, the dear old songs that loving mothers crooned over them in their cradles to lull them to sleep, such as "Annie Laurie," "Jessie, the Flower of Dumblane," "Coming Through the Rye," "Auld Lang Syne," "The Meeting of the Waters," "The Low Back Car," and a score of others. Last night I thought it so appropriate when the blowout ended with "Steer My Bark to Erin's Isle," for Erin is my home. There is no melody that can touch the heart like the songs of home and childhood:

"Yes, sing the guld auld songs
Auld Scotia's gentle pride,
O' the whimpling burn and sunny brae,
And the cosle Ingleside!
Songs o' the broom and heather,
Songs o' the trysting tree,
The laverock's lilt and the gowan's blink,
The auld Scotch songs for me."

I never in a long lifetime knew a bad man who could let his mind run back and linger tenderly over his mother's or his father's grave. I admire the Scotch people for the intense love they have for the melodious songs of their native or fatherland; but I cannot give them the supremacy of loving their melodies above the Irish. Scotland had her schools when it was a punishable crime for Irishmen to aspire to an education. It was in those days, when the poor scholars were around the country giving a few lessons in each house to repay for a night's lodging, that the old songs were so lavishly composed.

There is in the Irish breast a tendency to melody. Lacking an education, their thoughts ran to the crude methods of expressing in verse their feelings, and what is known as old "Come All Ye Boys," as all peasant songs begin, is the traditional way of sending down to pos-

terity the unpolished history of the days when the pedagogue ruled:

"The bards may go down to the place of their slumbers,

The lyre of the charmer be hushed in the grave,
But far in the future the power of their numbers,

Sha'll kindle the hearts of the faithful and brave:
It will waken an echo in souls deep and lonely,

Like voices of reeds, by the summer breeze
fanned,

It will call up a spirit of freedom when only
Her breathings were heard in the songs of our land."

We are in latitude 50.16° north and longitude 41.37° west, which means half seas over, and the date is May 4th. The sea is not noticeably rough, and we all stand well upon our sea legs and muster at tables in full force.

I am of the opinion that sea air is not a panacea for ills of the stomach. I may be wrong in the assertion, but let me see. I am a resident of fresh air, about 350 miles from salt water. I got into salt air, and it increased my appetite in a ravenous degree. Were I a recluse, trying to atone for sins of either omission or commission, I would pitch penitential vows overboard and go for the appetizing food furnished by the ship. I kept the devouring business up for two days and began to feel the old, old burning which I thought was dead, but only lightly sleeping. The last meal of the two days' gluttony came on. The meat was Belfast ham. I kept looking at it with all the longing a young fellow ever felt looking into the eyes of his first love and hankering for a kiss. Old Sweetness knew my taste, and I guess she always admired it, particularly in my choice of a wife. I kept looking at the Belfast ham and she at me; at last I turned my head away in a "Get behind me, satan," feeling, when she said: "Give me your plate." In a minute it came back with a goodly supply of the coveted meat which, when handing me, she said: "Here, eat heartily. It will do you no harm."

"The woman tempted me and I fell," like many a good man before my time, and I paid for my folly. I am now back to the simple life again, and I have come to this conclusion: The sea air makes a

man ravenously hungry. He fills up; the stomach has been given additional work, and it is not able to perform its functions. The result is a more serious condition of the organ than heretofore.

I do not know how I shall resist the temptation to have a lick at rashers of bacon and greens in the land "'mongst the lads that live in Ireland where the apple praties grow." There is no use in saying good-morning to his sable majesty till I meet him.

Last night a girl with a voice as sweet as an Irish linnet sang us a song in the steerage at a blowout we held there, which was a treat. Oh, she had an exquisitely modulated voice well adapted to the song, and it took our hearts by storm. Here is a verse of it, but it conveys none of the witching charms of the sweet singer, as she captured our hearts with her mimicry as she rolled the numbers from her musical lips:

"As down the lane goin' I felt my heart glowin'
As young as it was 45 years ago.
'Twas here in the boreen I first kissed my stoilreen,
A sweet little colleen, with skin like the snow;
I looked at my woman, a song she was hummin'
As old as the hills, so I gave her a pogue,
'Twas like our old courtin', half serious, half sportin'
When Mollie was young, and when hoops were in vogue.
When she'd say to myself, 'You can coort wid the best o' them.'
When I'd say to herself, 'Sure, I'm better nor gold.'
When she'd say to myself, 'You're as wild as the rest of them.'
And I'd say to herself, 'Troth, I'm time enough old."

The Irish people address each other as himself and herself. For instance, they would not ask, "Is Mr. Salmons in?" But they would ask, "Is himself in?" So with the woman. A young girl is known as a colleen. A boreen is a grassy lane between two hedges. A pogue is a kiss; and, dear old friend, let me tell you that as my mind wanders back to the long ago, I can tell you that no husbandman ever garnered a sweeter crop than one of pogues from a colleen's lips. Maybe you know that yourself.

Au revoir,

SHANDY MAGUIRE.

Address Delivered by Brother Fennell Before the Associated Society of Locomotive Engineers and Firemen of Great Britain at their Triennial Conference, May, 1909.

Men of England here together,
Brawny sons of direful toil,
And ye lads from Scottish heather,
Wrinkle-browed by ceaseless toil;
I've crossed the seas to meet you,
From a great land far away,
And with kindred love to greet you,
Here on English soil today.

There's a kind fraternal feeling
'Mongst our fourscore thousand men,
For all those who must hold dealing,
With taskmasters now and then;
We've been there in many battles,
And our flag kissed every breeze,
Knocking chains from human chattels,
Winning justice o'er the seas.

First in duty, first in danger,
First to feel the deadly shock,
And each one to fear a stranger
Standing firmly as the rock,
To protect those in our keeping
From collision and from death;
When perhaps they're soundly sleeping,
We are yielding up our breath;
Here such toil is not rewarded,
Yet, you're gaining by degrees,
Soon we hope to see recorded
Right has won this side the seas.

From old Mexico's dominions,
From Canadian hills and vales,
Up go prayers on lightning's pinions
For you men on British rails.
In our own gigantic Nation
Men in cabs had many a fray,
They've had a generous compensation
For their labors there today.
They demanded it united,
They sought only what was right,
And till many wrongs were righted,
They ne'er faltered in the fight.

So, dear Scotch and English Brothers
Never fall on craven knees,
Stand erect, you'll win, like others
Whom I know of o'er the seas.
England is a wealthy Nation,
Scotland has full coffers too;
On the borders of starvation
They should ne'er keep men like you.
Valiant heroes, unrewarded,
Giving life at duty's call;
Make them from their riches hoarded,
Be more generous with you all.

Be united, day is dawning,
Drive despair from every brow,
Ne'er approach official's fawning,
Men of nerve are needed now;

Sooner will the strife be ended,
And no more can bitter lees
In your cup of life be blended,
We'll clasp hands across the seas.

U. S. Reclamation Work in Colorado.

LUGANE, COLO., May 10, 1909.

EDITOR JOURNAL: The western slope of Colorado is not often heard from, so I wish to make my maiden effort in describing the government reclamation work I am engaged in here. I think its result of prime importance to many of the fraternity, and especially those who yearn to get away from the "drags" of pooled



CANYON OF THE GUNNISON.

or regular engines, long or short hours, etc.

I see from the JOURNAL that these subjects are argued pro and con. Also, some of you may escape, what was always the "bugbear" to me—the caller gently tapping at your chamber door in the "wee sma' hours."

I am at present superintendent of the work at the west portal or outlet end of the Gunnison Tunnel, and thought that some of you would be interested in the work itself and the final great advantage to the country, of the work of the U. S.



INSIDE THE TUNNEL.

Reclamation Service, and more in particular this subject.

The Uncompahgre project consists chiefly of the Gunnison Tunnel (the largest of its kind in the world), 12 miles of main canal and various smaller canals and laterals.

The tunnel is six miles long and will be 10 x 12 feet inside the concrete lining, and when completed will deliver 1,300 cubic feet of water per second.

This water comes from the Gunnison River, and will reclaim about 140,000 acres of land.

The tunnel is driven from both ends, and at the present time the two headings are less than 1,100 feet apart. We expect to meet about the 1st of July.

Tunnel excavation has been carried on under various adverse circumstances, such as heavy and swelling ground, pockets of inflammable gas, heavy flows of water that carried large quantities of carbon dioxide or choke damp, which drove us out of the tunnel for three months.

At one time the water flow increased from 7,000,000 gallons to 12,000,000 gallons in 24 hours. So, this country is not absolutely dry after all.

We use air drills and electrically driven blower or fans for ventilation, three of which we have installed in the tunnel. The work is carried on continuously, having three shifts of eight hours each.

We shoot three times a day and consume about 600 pounds of dynamite in

24 hours on this end. In the power house we have four 80-horsepower boilers driving three air compressors and three generators.

The tunnel is lighted by electricity and excavation is loaded in cars and hauled by 6½-ton 250 volt direct current electric locomotives.

So we have a little railroad of our own, and I can still pull a "fast one" or a "drag" if I want to.

We have about 150 men here, and a great majority are members of the Western Federation of Miners. I find that they have some excellent ideas on unionism, such as when a man is incompetent he has no backing, but should one be injured or sick, they aid with a very free hand.

In one instance a member was injured here and they raised \$400 for him in this camp, and he will also get full pay from the government while he is off. Another



PORTAL OF THE COMPLETE TUNNEL.

time the work had to shut down so the men could attend the funeral of a member.

When the Secretary of the Interior formally opens the project there will be something like 20,000 acres of land thrown open for entry. The method of allotment will be announced at the time, but the general opinion is that it will be by the usual lottery plan.

This land consists of the land in the valley that was withdrawn from entry at the time of the beginning of work on the project, and some that has since reverted to the government by means of the farm unit plan adopted by the service, whereby entries were reduced to 40 and 80 acre tracts according to the character of the soil.

The soil is very productive under irrigation, but figures on the various crops would require too much space to enumerate. However, statistics show that 10 acres will furnish a comfortable living for an average family.

All crops grown in the temperate zone can be grown here, but the big crop of the valley is fruit, which is grown in large quantities and of unsurpassed quality. The Western Slope potato has a separate (higher) quotation on the market than the usual Colorado potatoes.

The opportunity to possess some of this land should not be overlooked by those who wish to better themselves.

I will gladly give all the information my time and knowledge permit, but quicker and, no doubt, better results will be obtained by addressing the Information Bureau at Montrose, Colo.

Hoping this will be of interest to some and a benefit to many, I am

Fraternally yours,

L. A. McCONNELL, Div. 391.

Bro. E. L. Hunter Retired.

BELOIT, WIS., May 15, 1909.

EDITOR JOURNAL: Bro. E. L. Hunter, member of Div. 176, was born November 17, 1845, and lived with his grandparents, his own parents being dead.

He served in the Civil War as an orderly and on being discharged came to Wisconsin in 1866, and did his first rail-

road work under his uncle, then a section boss, shoveling snow between Fort Atkinson and Jefferson.

In the spring he worked cutting the weeds along the tracks, and as watchman of the large supply of wood lying along the company's tracks.

The winter following he worked at whatever he could get to do until spring opened, when he then took up the brick-making trade for two years, that being his work before coming West. Then he moved to Reedsburg, buying a farm of 46 acres, grubbing and clearing land to pay for his land, clearing his own in the winter.

The same winter he began working on Tunnel No. 1 on the Madison division,



BRO. E. L. HUNTER, DIV. 176.

and the next fall, tired of farming, he moved to Kendall, Wis., and worked on fences between Kendall and Sparta, and then went into the roundhouse and ran the stationary engine.

The indoor work proving too unhealthy for him, he secured a place as fireman and eventually was promoted to the work of engineer, at which he served the company until the 1st of May, when he was retired on a pension.

Brother Hunter is now in the chicken business and thinks this vocation will keep him busy, so he will not regret the necessity of retirement and separation from the old life work and associations.

Very truly yours,

MRS. E. L. HUNTER.

San Antonio Union Meeting.

ALEXANDRIA, VA., May 12, 1909.

EDITOR JOURNAL: I have waited patiently for the May issue of our dear



BRO. BRUIN, BRO. HARRIS, MISS HARRIS,
MRS. BRUIN, MRS. HARRIS, MISS BRUIN.

MONTHLY, and quickly turned its pages today looking for something about that lovely union meeting which was held at San Antonio, Tex., March 29, 30 and 31.

Bro. Charles M. Bruin, with his wife and daughter Mary and the writer, of Div. 317, Alexandria, Va., attended this meeting, and we just had the finest time we ever had in our lives, and did not go for the free "appendages" either. But we did go for a good time and certainly had it, and we want to tell the unfortunate Brothers who were unable to get there about it. I am somewhat disappointed at there being no special report of this meeting in the **JOURNAL**, as I heard so much about our "Official Press Agent" Brother Tom O'Rourke that I had expected to see a glowing account of the meeting in the May issue.

We were met on our arrival at San Antonio by Bro. J. C. Harris and his wife and daughter, who took charge of us, bag and baggage, and landed us in a very cozy little home, and informed us that every door to the house was unlocked, the keys gone and the house ours.

Miss Bruin and Miss Harris at once became the best of friends and vied with one another during our stay in entertaining us with music and songs. Brother Harris and wife were more than kind to

us; you have no doubt heard of the far-famed hospitality of Virginia, but Virginia is not in it with the kind treatment we received at the hands of Brother Harris and his wife.

We met at Beethoven Hall, at 2 p. m., on March 29. The hall was beautifully decorated with flowers, palms and flags of the United States, England, Mexico and Texas, and banners of welcome floated everywhere.

There were quite a number of able speakers selected from the B. of L. E. and G. I. A., the O. R. C., State Senators, Congressmen, and railroad superintendents, the mayor of San Antonio, businessmen, etc., who kept the large audience at attention during the first evening.

Assistant Grand Chief Brother Hurley's remarks were short and to the point, with a mixture of wit and humor very pleasing to us all. Brother Futch was all insurance in his talk, and I believe made several converts to his way of thinking.

Sister Murdock, Grand President of the G. I. A., gave an outline of the work done by our Sister lodges, and one of the most touching events of the whole meeting was the song of welcome extended by 12 little girls, all daughters of the G. I. A., dressed in white and each carrying



MISS BRUIN, MISS HARRIS, MRS. BRUIN.

a bouquet of pink carnations, and presented Sister Murdock and Sister Cassell each a bouquet trimmed with the colors of the G. I. A. while singing "You're as Welcome as the Flowers in May," for

we all love the G. I. A. This was greeted with round after round of applause, and also brought tears to many eyes in the audience.

The Katy Quartette enlivened the occasion with songs, and was called back time and again by the crowd, as was Brother Lewis, who sang several solos.

The reception and ball was a delightful affair, and reflected great credit on the committee who arranged it. And we certainly did enjoy the trolley rides, mobile rides, carriage drives, theater parties, Mexican suppers, etc., which were prepared for our pleasure.

Mr. Homer Eads, superintendent of the I. & G. N. Railway, and Mr. J. D. Brennan, assistant superintendent Southern Pacific Railway, in their address of welcome to our body, placed themselves and their road at our disposal, and kindly told us to call on them for passes to any point reached by their lines, and any other favors that was in their power to grant. Do not forget their names, my Brothers, for it may be in the power of some of you to return the favor in some waysome sweet day.

Everything passed off smoothly, and there was no time lost by anyone, no complaint made, and everybody seemed happy and contented to the end of our stay. We had side trips galore, to Galveston, Houston, Laredo, Matamoras, Brownsville, Fort Worth and El Paso. We had expected specials to Mexico with free dining-cars, Pullmans, chair cars, parlor cars equipped with baths, shaving and library compartments, etc. But somehow the Mexican Government was too busy, or did not get our order in time, so a few of us secured two special tourist cars and had a very delightful trip to Mexico City. The San Antonio committee had nothing to do with the failure of the Mexican officials to furnish the passes as they had promised, but were as much disappointed as any of us at not getting them. For myself I am very glad that we did not get them, as those that went had a far cheaper trip than they would have had riding on passes and paying Pullman rates, etc. I wish I had the time and space to tell you about the Mexican trip.

The pretty señoritas we saw, the beautiful cathedral with its 27 tons of silver railing around its altar, the grave of Santa Ana, the floating gardens, the shoes made in the penitentiary and stamped Chicago-made shoes, the trees which they claim were grafted with a piece of Santa Ana's saddle, and ever afterwards grew wooden limbs, the bull fight on a Sunday evening, the palace of President Diaz on the hill, the two centavos lodging houses, the hundreds of women sleeping in the doorways on the streets; and last but not least the mescal, pulque and water from the Holy Well which we drank.

I wish that we could have one of these meetings every year in dear old San Antonio, and that I could go each time and be the guest of Bro. J. C. Harris, and have with me my dear friend and Brother, C. M. Bruin and his wife.

Fraternally, O. P. ANGELO, Div. 817.

Wellington, Kans., and the Santa Fe Cut-Off.

WELLINGTON, KANS., May 21, 1909.

EDITOR JOURNAL: Not having seen any account of the vast improvements which the Santa Fe made at this point in the building of the Belen Cut-Off, I will endeavor to tell the readers of the JOURNAL what the Santa Fe is doing for the new route, the "Pan Handle."

There are quite a number of prairie type engines here and quite a number of engineers, firemen, brakemen and conductors have been transferred here from other points on the line to handle the heavy fruit and freight trains which pass through here over the Belen Cut-Off, which the Santa Fe built to shorten their line from the coast to the great eastern cities.

The yards at this point, Wellington, which had been enlarged to a great extent earlier in the year, the company finds are inadequate to handle the vast amount of cars which pass through here, and work has started on an additional number of tracks which will allow them to handle 550 more cars.

There are no through passenger trains

over this line yet, as the track will not be in shape for some time for very fast running.

There is a new Harvey eating house at this point, which was completed last year.

Waynoka, the division point 107 miles west of here in Oklahoma, has come in for its share of improvements also, a 12-stall roundhouse having been completed at that point, and more than 20 miles of tracks are being laid in the yards at that point.

On the 1st of March the Doty Con-

important measure to Henry H. Wilson, chairman of the Pension Committee, who petitioned for the bill.

The bill provides for the establishing and maintenance of a co-operative pension system by the B. & M., and is said to be one of the most carefully drawn measures ever presented for the consideration of the legislature.

It passed the legislature without opposition and now becomes a law with the approval of the State's chief executive. It



COMMITTEE ON PENSION BILL, BOSTON & MAINE RAILWAY.

struction Company completed a viaduct over the Rock Island tracks one-half mile west of the Wellington Union Depot, which does away with the heavy pull up Slate Creek Hill, and which the railroad boys appreciate very much.

Very truly yours,
MRS. C. F. VANDAVEER.

Boston & Maine Pension Bill Now a Law.

On Monday, May 23, Governor Draper signed the B. & M. Pension Act, presenting the pen with which he signed this

is a model of its kind and its operation will no doubt lead many other corporations to adopt a similar plan.

In securing the passage of the bill, the Boston & Maine management and the employees have worked together in perfect accord and the final result is pleasing to all. All will benefit by its operations and thus the pension idea will grow in favor, and a large development may be expected to follow.

The Boston & Maine Pension Act is the first instance of a great corporation

making a provision for a pension in which the employees have acquired a legal right to their pensions. The other railroads have provided a plan for pensions which the railroads themselves control. This system originates with the employees of the Boston & Maine Railroad, and while they were able to secure the co-operation of the railroad, the act is the employees' act.

This pension system will be the pioneer in a great movement for co-operative pensions, because this system will be co-operative in every respect.

The adoption of the system depends upon the consent of the employees as well as of the railroad. The rules for retirement and the granting of pensions are co-operative, the men having an equal representation on the board of trustees, which makes the rules with the railroad itself. The management of the fund is in the same way co-operative; and finally and most important, the contributions to those funds are made in equal parts by the railroad and the employee, with this additional guarantee on the part of the railroad that no pension shall be less than \$200 a year.

It is believed that the 27,000 employees of the Boston & Maine system will be unanimously in favor of the measure, and that it will be accepted as an important precedent for not only other railroads of the country but for all the large public service corporations.

This important measure was drawn under the supervision of eminent counsel, Louis B. Brandeis representing the employees, General Solicitor Rich, Mr. Hale and Mr. Bradlee, expert actuary, representing the Boston & Maine.

A meeting consisting of a representative from each organized railroad labor union, as well as a representative from each department unorganized, is to be called in the near future so that they may be in a position to work intelligently on this important matter.

H. H. WILSON, Chr., B. of L. E.,
H. T. DREW, Vice-Chr., O. R. C.,
E. H. BAWDITCH, O. R. C.,
C. K. MITCHELL, B. of L. E.,
C. D. PEIRCE, B. of L. E.,
C. E. BEDELL, Sec., O. R. C

Runaway Train in 1868.

EDITOR JOURNAL: In reading the letter of Bro. H. Hancock telling of his experience on a runaway train reminds me of a runaway train on Wooster Hill on the P. F. W. & C. R. R., the fall of 1868, before air was adopted on freight c.c.s. In October I was going west on No. 15 freight on the first section, with engine 34, a 10-wheel Baldwin. My fireman's name was Ben Stroul, and conductor was Ephraim Burnet. When we passed through Canton, O., and took water there I discovered that our engine flues were leaking badly, and I told my fireman to get a bucket of sawdust. He got the sawdust, but made a mistake and got the bucket of sawdust the men had used cleaning their hands of grease and oil. Well, Ben threw the sawdust in the tank to be pumped into the boiler, and it was



BRO. M'KENNA, DIV. 130.

not very long until I noticed something wrong with the water. When we got to Orrville our engine had stopped leaking, but was foaming badly. We drew water to wash in, and I saw what the trouble was, and said to Ben, "You have done it; that sawdust you got was full of grease and we will have a time with this engine."

We took dinner at Orrville, and left Orrville on time. Our next stop was at Wooster summit, seven miles up a 2 per cent grade. We arrived on time with boiler foaming and both half stroke pumps working full stroke and water low. We had 20 cars behind us, and as soon as we tipped over the summit the fireman went out to oil the valves which were then down from the running board. We had 7 miles to Wooster, down a 70 to 80-foot to the mile grade, and two stock

trains to meet at Wooster. I looked back around a curve and saw the caboose had broken loose from the train, and as soon as my fireman came in I told him that both conductor and brakeman were in the caboose and no brakes set, and to go back and set all the brakes he could; but he was scared and as we were passing through a big cut he jumped off and I was left alone. I had pumped my engine pretty full of water with both pumps on. I shut them off and reversed my engine two notches over the center, with both cylinder cocks open, and then climbed out on the train and set brakes till I came to a coal car, and went back to my engine. I had left the sand running and I noticed her speed was slackening up, and that with the bad water from the greasy sawdust I had a complete water brake. I whistled for the switches to be opened and gave a distress signal. I had my train under control when I passed the switch. It was a trying experience I have never forgotten. With this experience I learned the power of the water brake on locomotives.

I am still enjoying life after running an engine over 40 years, and on eight different railroads. I have never been discharged. Have never had an accident that was my fault, but I have been in several of them in my time.

I am the engineer who recommended two injectors on an engine, and to do away with pumps.

I ran on the Fort Wayne Railroad, under James Boone, and a new engine 135 just came out of the shop and I got her. I had been running the old 135 with one injector. Mr. Boone asked me what I thought of injectors. I told him they were the thing to run an engine. The Freedman injectors were the first injectors. We put in two injectors on the 135, a number 7 and 8. And as injectors were not generally understood and strenuously objected to by most of the engineers, I was cursed for recommending two injectors; but I have lived to see the day when pumps have gone to the scrap heap, and the injector substituted in their place, and a pleasure for every man that runs an engine.

I am one of the old Footboard men, belong to Kansas Valley Div. 130, Emporia, Kans., and am 73 years old. I ran a locomotive four years and preceding it I ran one of the first stationary engines in Kansas in 1855 at a saw-mill. The country then was inhabited with Indians and buffaloes, a wonderful change during a lifetime, surely.

I cordially invite old Brothers to call on me when making trips west.

Fraternally yours,
AMOS MCKANNA, Div. 130.

His Necktie Up Behind.

How oft it is that when we think
We're cutting quite a swell;
That when we think we're quite au fait
And casting potent spell,
We feel a sudden, sick'ning thrill
And have it brought to mind
That with a cussedness unique
Our necktie's up behind?

How oft we see a man who thinks
The world is at his feet:
Who thinks that o'er all knowledge he
Has victory won complete,
But who, if he'd investigate,
Would very quickly find
That he is strutting here and there
With necktie up behind?

How oft we see upon the streets
A man who tries to make
His neighbors think in point of brains,
He always takes the cake;
But who, if only nature should
Unto him be more kind,
Would know that 'stead of brains it is
His necktie up behind?

My youthful friend, pause while I give
A bit of good advice.
Before you let your headpiece swell
Just ponder once or twice
Upon the fact beyond dispute—
Each man is sure to find
Some time the whole world laughs because
His necktie's up behind.

—The Commoner.

Protective Associations.

REMARKS BY RASTUS.

I wish to call the Brothers' attention to the many so-called Protective Associations sprouting up in all parts of the country, which from personal observation appear to bear all the earmarks of

being directly related to the mushroom family. I may be mistaken in my opinions, but after reading the literature sent out by one of those Protective Associations, to my mind is recalled the statement once made by the late P. T. Barnum, "The American people like to be humbugged."

The insurance features of the B. of L. E. are incorporated under the laws of the State of Ohio and changes made in the By-Laws at the biennial sessions of the G. I. D. are submitted to and approved by the Superintendent of Insurance of the State of Ohio. We are all aware of the stability of our Insurance Association, as well as of the magnificent benefits the members derive from it.

Now, when four men organize a protective association for the purpose of insuring you or providing you the sum of \$500 when you lose your position, such association not incorporated under the laws of any State (at least there is no mention of it having been so done), and the aforesaid four men constituting the officers and directors of the association. That no officer of the association shall be personally liable on any account of any of the obligations of the association. That the officers and directors shall be elected every five years. That the directors shall from time to time promulgate all necessary by-laws for the government of the association. That the directors hold title to all property, power to convey same, and control all investments, etc., does not look good to me.

The information as given was taken from the constitution of one of the protective associations, which was mailed to me in an envelope of a saw-mill company. What the intentions were in sending out their literature in a saw-mill company's envelope I cannot say, but the inference I draw from it is, that saw-mills generally contain buzz-saws. I have failed to notice any mention of assets, capital stock, or guarantee of the financial stability of those associations.

The best insurance and protection in the world against loss of position is already in the possession of every Brother without indulging in a financial venture that gives no surety of returns, and that is, for the Brothers to adhere to the principles of our organization and practice its precepts in their daily lives, for "As ye sow, so shall ye reap."

Railroad Employees' Home.

HIGHLAND PARK, ILL., JUNE 1, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of May, 1909:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.	Div.	Amt.
20.....	\$ 5 00	344.....	\$ 5 03
116.....	12 00	394.....	5 00
181.....	19 00	397.....	12 00
224.....	12 00	503.....	5 75
241.....	6 00	552.....	13 25
382.....	10 00	605.....	10 00
285.....	2 25	671.....	10 00
309.....	25 00	673.....	12 00
314.....	1 70	748.....	4 00
332.....	16 00	750.....	5 00

Total\$190 95

FROM G. I. A. DIVISIONS.

Div.	Amt.	Div.	Amt.
7.....	\$ 6 25	276.....	\$ 3 00
45.....	5 00	287.....	5 00
69.....	5 00	291.....	5 01
132.....	5 00	292.....	1 00
137.....	2 00	324.....	5 00
158.....	5 00	339.....	5 00
235.....	5 00	401.....	1 00
236.....	5 00	428.....	2 00
241.....	2 50	439.....	5 00
247.....	5 00	442.....	5 00
261.....	2 50		

Total\$ 85 25

SUMMARY.

B. of L. E. Divisions.....	\$190 95
B. of R. T. Lodges.....	151 65
O. R. C. Divisions.....	29 00
B. of L. F. & E. Lodges.....	10 00
G. I. A. Divisions.....	85 25
L. of A. C. Divisions.....	14 00
L. of A. T. Lodges.....	59 00
L. S. to B. of L. F. & E. Lodges.....	68 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
J. McQuaid, Div. 39, B. of L. F. & E.....	1 00
Ray N. Watterson, Danville, Ill.....	1 00
Augusta Statzer, Danville, Ill.....	1 00
W. J. Van Hess, Div. 193, B. of L. E.....	2 00
Mrs. E. Kifferley, Philadelphia, Pa.....	5 00
Bowen W. Schumacher, Highland Park, Ill.....	1 00
Proceeds of a ball given by Div. 9, B. of R. T.....	45 00
Proceeds of a ball given by Div. 55, B. of R. T.....	50 00
Proceeds of the 6th Union meeting by Div. 236, G. I. A.....	3 00
Proceeds of a cinch and dance given by Div. 191, B. of R. T.....	20 00
Y. J. Merriman, Div. 237, B. of L. F. & E.....	10 00
Patrick J. Hewitt, Div. 46, O. R. C.....	5 00
D. W. Mulvihill, Div. 47, B. of L. F. & E.....	1 00
From members of Div. 236, B. of L. F. & E.....	31 20
F. G. Gilbert, Div. 473, B. of R. T.....	75
J. C. Herricks, Div. 604, B. of R. T.....	25

Total.....\$ 788 05

Respectfully submitted,

JOHN O'KEEFE, Sec. & Treas.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 1560 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 941 Morse avenue, North Side, Chicago, Ill.

Vacation Joys.

Don't you hear a merry noise?

Every breeze conveys
Tidings of vacation joys,
Shouts of happy girls and boys
Through the summer days.

They are learning in a class
Where no one needs a book;
Picking daisies in the grass,
While the golden minutes pass,
Paddling in the brook.

Swinging on the bending boughs
Of some friendly tree;
Building up the fragrant mows,
Driving home the loitering cows
Watching bird and bee.

Singing to the dipping oar,
On the silvery lake;
Strolling on the rocky shore,
Bathing on the sandy floor,
Where the billows break.

Ah, it is a merry noise,
Every breeze conveys!
Tidings of vacation joys,
Shouts of happy girls and boys,
Through the summer days.

ANNA M. PRATT.

Independence Day.

Americans as a rule are not sentimental. From the Anglo-Saxon strain in the blood they inherit a distaste for undue enthusiasm, or anything more than a moderate display of rejoicing.

The spread-eagle orator was a creation of the early days of the republic, and has been laughed out of existence; the boasting Brother Jonathan of the comic weeklies exists only in cartoons.

Americans and Englishmen undoubtedly feel the emotions of joy or anger as deeply as other races, but they have trained themselves to express these emotions in a dignified way.

It is due to this trait that the celebration of Independence Day has changed so much in its character during the last fifty years. The noise and bluster has perceptibly decreased, and Fourth of July orators no longer dare the world to come on and fight us. We are just as proud of our nation as ever we were, and with more reason to be so, but we do not brag or bluster about it. We enjoy the great national birthday as much as ever, but we make it more of a holiday and less of a celebration.

Yet it will not do to carry this indifference too far, and lose entire sight of the significance of the day.

It is something more than a mere holiday, or a day to go on picnics or see a baseball match. The fourth day of July, 1776, marked an epoch in the history of the world like the discovery of America and the signing of the Magna Charta. The Declaration of Independence is now conceded to be, by the common consent of mankind, the greatest document ever penned in the interests of the human race.

It will not do to forget these facts, and youth is the time to learn.

If the boys and girls of America would fit themselves to appreciate the blessings they enjoy in this country, they must make themselves acquainted with the men and measures that made the colonies free and united, and they will find that a study of these events will add to their enjoyment of the day we celebrate.

The Decline of Neighborliness.

Two women, brave as well as wise, invoked the lightning of the displeasure of feminine clubdom in communications to the Chicago Women's Club, one day recently. One was from New England, the other from the far West, but their point of view was identical. The evil they strike at has become national.

"The woman of today," they said, in substance, "has forgotten, in the hurry and turmoil of modern city life, the art of being neighborly; the art that distinguished her kindly, hustling grandmother."

The indictment is true and growing truer every day, and the world suffers thereby. Society, to be permanent, and certainly to be progressive, has to be linked. Its members cannot go their ways according to individual desires. They must have points of contact with their fellows. The more there are of these, the more substantial is the general condition.

It is not necessary to go as far back as the grandmother cited in the complaint. A single generation will suffice. The mothers of yesterday were less hurried than those of today and, consequently, were less selfish. They had time for the simple pleasures which gave them as much enjoyment as the complex, strenuous, businesslike affairs of today. They could be interested in the people whose lives touched their own through propinquity, and this without any sacrifice of their own more immediate home duties. They could loan and borrow; they could render loving assistance in time of joy and sorrow.

These acts made them more kindly and more tolerant as well. They had a chance to get behind the scenes of life, to see their fellows when they were not playing parts and when the paint and powder were washed off. They got at the mysteries of existence; the love of a good wife for a bad husband, the forgiveness of fond parents for frailties of sons and daughters. They went out of themselves to get their knowledge and when it was theirs it broadened them.

Little of the sort rewards the aloofness of the present day. To meet at party or at formal dinner; to know people by their gowns and to make their parties social clearing-houses doesn't put any man or any woman into the warm, instructive, self-developing relations which followed upon the old big-hearted neighborliness.

This is a pity. A greater pity lurks behind in the knowledge that nothing can improve affairs. The world is too busy to go backward, and so it grows colder every day.—*Cleveland Leader*.

Winning a Wife.

If ever a woman understood that poor creature, a man in love, it was surely the immortal Mrs. Todgers when she delivered herself thus: "Men are so much more timid than we think 'em, my dear. They balk themselves continually, I saw the words on Todgers' lips for months and months before he said 'em. You give Mr. Moddle a little encouragement, and he'll speak fast enough, you may depend upon it."

And if ladies only knew the mute agonies their lovers sometimes undergo before, in desperation, the fateful words are blurted out, a little charitable encouragement would more often be forthcoming.

There is something pathetic, as well as amusing, in the straits to which bashful wooers are sometimes driven, all for want of a little timely encouragement and help. For months a diffident swain had tried in vain to nerve himself for the fateful question. One day, as luck would have it, he found his lady love seated by the fire, knitting stockings, with a fine tabby at her feet. After a long and painful silence a happy inspiration seized him. Taking the cat on his knee, he stammered out "Pussy, ask Lizzie if she'll marry me." "Pussy," promptly retorted the blushing Lizzie, "you can tell Jamie that I'll take him."

Another bashful wooer found the necessary inspiration in a prayer book, which he handed, open, to the lady of his heart, with the words underlined. "Wilt thou

have this man to be thy wedded husband?" In a moment the book was handed back again in his hands with the required answer underlined, "I will."

Even widowers, with considerable experience of woman and her ways to assist them, do not always find the path to a proposal one of roses. When Prof. Haldane of St. Andrews had chosen the successor to his departed spouse he said no word to her, but set to work to re-furnish his house, and invited the lady to inspect the nest he had prepared for her. She was delighted. "It is just perfect," she exclaimed in her enthusiasm. "Na, na," stammered the professor, whose opportunity was at hand. "It's not perfect. It canna be that while there's one thing wanting." "What is that?" asked Miss Fane, in affected innocence. The professor caught up his hat, and, as he made for the door, answered, "Eh, dear me, it's not perfect. It canna be till it's got—a sideboard!" The poor man's courage had failed him at the last moment.

More successful was the lover who, after repeated failure to propose in person, hit upon the happy idea of presenting his fair lady with a phonograph and a number of cylinders. The lady's confusion and possible delight may be pictured when, on trying one of the records, she heard a familiar voice entreating her, in impassioned tones, to be his wife. How the answer was returned we know not, but that it was "Yes" is certainly "on record" to pun a little. Equally effectual and unconventional was Daniel Webster's method of winning his wife. One day, when kneeling before his lady love, he suddenly dropped the skein of silk she was winding off his hands, and made, with a piece of tape, a true lover's knot. The lady completed it, and a kiss sealed the bargain.

Even the tongue of gossip has been made to help a bashful wooer out of his dilemma. "Do you know," said Sir Alexander Duff Gordon to the lovely Miss Austin, "people are saying that we are going to be married? Shall"—he stammered—"shall we make it true?" And of course she entered into the conspiracy.—*John Bull.*

Favorite Old Songs.

Two Irish favorites are Robin Adair and The Last Rose of Summer, the words of the latter being Thomas Moore's. Of the Scotch three prime favorites are Auld Lang Syne, Comin' Through the Rye, and Annie Laurie, Burns supplying the words for the first two, while Annie's charms were described by her devoted laddie, William Douglas. The song goes straight to the heart, and the British army sang it all through the Crimean war.

The French have furnished two splendid war songs, Malbrook and the Marseillaise. The first, author unknown, was intended to deride Queen Anne's great general, Marlborough; but he defeated the French so thoroughly that the song was adopted by England, and is heard there to this day. The Marseillaise was the great song of the French revolution. It was composed, words and music, in a single night by Rouget de Lisle, an army officer. It is generally deemed the finest of national songs.

England also has a grand one, God Save the King, written and composed at white heat in 1740 by Henry Carey, and sung by him the next day at a patriotic celebration. About 1832 the Rev. S. F. Smith, of Massachusetts, fitted to this tune his American national ode, My Country, 'Tis of Thee. Our other national hymn, The Star Spangled Banner, is deservedly popular. The tune is old English. Words were written in 1814 by Francis Scott Key, a Baltimore lawyer, while watching our flag on Fort McHenry during its bombardment by the British fleet.

Two of our Civil War songs seem destined to immortality, Dixie and Glory Hallelujah. Dixie, the South's favorite song, was composed by an Ohio unionist, Daniel D. Emmett, as a minstrel "walk-around," while Glory Hallelujah was a Southern camp-meeting song, which found its way north just before the war.

Among old English favorites perhaps the best of all is Home Sweet Home, composed and partly derived from a Sicilian folk song by Sir Henry Bishop in 1823, the author of the words being an American, John Howard Payne.—*Circle.*

Hiccoughs.

Did you ever take nine swallows of water to cure the hiccoughs? Do you remember the time someone scared the hiccoughs away by telling you of a whipping due for some meanness?

Well, science has been studying hiccoughs and caught the hiccoughs by the "nape of the neck." The nine swallows of water had a little science in it, and so did the scare cure. The scientific hiccough cure consists in pressing down to numbness the nerve that connects the stomach, heart, lungs and brain, the pneumogastric nerve. The pressure partially and locally paralyzes this nerve and of necessity the hiccoughing must cease.

Have the hiccoughing patient sit down and be at ease, with the muscles of the neck relaxed as much as possible. Grasp both sides of the neck somewhat toward the back part and press down steadily and as hard as the subject may permit for about one minute, having the patient work the head from side to side. Within about one minute the nerve will be numbed and rested, and the spasmodic motion will cease. It may require longer pressure in some cases, but the result is sure if patience is maintained.—*Ohio State Journal*.

A Trip in Mexico.

(Continued from May JOURNAL.)

From San Luis Potosi to Mexico City is an interesting ride. It was made more so to me by the fact that Sister Tobin accompanied me from the former place. Her husband pulled the train we went on and she was so familiar with the country that she made it very pleasant for me. We were met by Mrs. H. H. Kasten and Sister Mains who had preceded me. I am greatly indebted to Brother Kasten and wife for extending to me the hospitality of their home while I was in the city. Mexico City is a beautiful place surrounded by lofty mountains. The streets are well laid out, broad, clean, well paved and lighted, all converging toward the great square, called the Plaza Mayor. This square

contains the cathedral said to be the largest and costliest church in America. It is in the form of a Greek cross 426 feet long and 203 feet wide. It has a great high altar, and the balustrade of the choir loft, which is elaborately carved, is valued at \$1,500,000. The interior is Doric in style and the exterior Renaissance. This cathedral is one of the great sights of Mexico and one is well repaid for visiting it. This city has the most beautiful paved roads, planted with double rows of trees, which diverge far into the country from every quarter of the city. The splendid street car system enabled us to visit the outlying towns of Churubusco, Coyocan and San Angel coming back through Mixcoac, San Pedro, Tacubaya and Chapultepec, giving us a glimpse of all these beautiful towns.

The flower market held in the great square was a sight to behold. Never have I seen such designs as were made here, the flowers were gorgeous and grow here in great perfection.

Another interesting trip was up the hill to Tepeyac where the chapel is erected on the spot where tradition has it, the Virgin appeared to the Indian Guan Diego.

The cemetery back of the chapel is a quaint and lovely spot, where General Santa Ana (of Alamo fame) is buried.

We were indebted to Mrs. Lason for a carriage drive out on the beautiful drive from the city to Chapultepec to see the mansion where Maximilian and Carlotta lived and which is now the residence of President Diaz. The grounds are magnificent in this historic spot. No visitor to Mexico should fail to visit the unique burial place within the walls of the ruined monastery of San Fernando right in the heart of the city. Many of Mexico's illustrious dead lie buried here. Among which is Benito Juarez, whose remains lie in a noble mausoleum. Here also is the resting place of Miramon and Mejia, the two generals who were executed with Maximilian.

A ride on the Vega (canal) to Santa Anita to view the floating gardens was greatly enjoyed. This canal is the Venice

of Mexico and the gaily decorated float gondolas plying back and forth make a pretty scene. They are used for pleasure and for bringing fruit and vegetables down to the city.

We were fortunate in being here just at Easter time and witnessed a unique ceremony called the burning of Judas, which celebration occurs on Saturday morning before Easter Sunday.

Judas is represented by all sorts of figures, life size, dressed and filled with firecrackers, bread and different things. These figures are swung from ropes strung across the streets from the housetops. A great crowd gathers and at 10 o'clock the ropes are lowered, a match applied and the firecrackers are exploded. Men on the housetops raise and lower the figures, and amid a great deal of noise and scrambling, those on the street attempt to catch the swaying figures and tear them to pieces, never stopping until not a scrap of a single Judas remains. This was a great sight for us, and I shall never forget it.

I cannot finish this article without speaking of the Mexican dishes, with the unpronounceable and unspellable names, concocted from strange-looking mixtures and hot peppers, which our American friends there have learned to eat and tried their best to make us do likewise. We tried them all (just a little bit), but only succeeded in liking one, the chilli con carne as manufactured by Sister Kasten, and methinks she must have "tempered the wind to the shorn lamb," and left out some of the "chilli."

The trip to Mexico seemed a long, hard one, but every moment spent there was full of interest and pleasure. The great kind brotherly hearts we found here will always make us have a warm welcome for any of our Brothers and Sisters from Mexico. I greatly appreciate the opportunity given me to see Mexico as she is, and the kindness of our people there.

MARY E. CASSELL.

The Intentions That Count.

The paving of the road to an uncomfortable place is said to be composed of

good intentions. Nowhere else has this material been tried for paving, though it is plentiful enough to use for almost any purpose. We all know people whose houses burn when they are "just going to" insure; who lose a cow or a horse when they are "just going to" mend the fence or close the gate; who are "just going to" buy stock when it goes up like a rocket; who are "just going to" pay a note when it goes to protest; who are "just going to" help a neighbor when he dies; who are "just going to" send some flowers to a sick friend, when it proves too late; in fact, they are "just going to" do things all their lives, but never get them started.

"To be always intending to live a new life, but never find time to set about it," says Tillotson, "is as if a man should put off eating and drinking until he is starved to death."

Under every clock in a factory at Cleveland, Ohio, is the motto, "Do it now!" Such a motto, lived up to by everyone, would spare the world much trouble. It would add thousands of good deeds to daily happenings, save many firms from bankruptcy through bad debts, paint hundreds of pictures only dreamed of, write books without number and straighten half the tangles of our social life. The habit of putting off disagreeable duties is responsible for much needless unhappiness, for these bugbears weigh on the mind and prevent the satisfied content that comes from duty well performed. Most tasks promptly undertaken prove less difficult than we anticipated, and the joy of accomplishment often compensates for any hardship experienced.

Don't get to be known for unfulfilled good intentions. Good intentions carried out become the deeds that make men useful, loved, and famous. Doing things, rather than just planning them, makes all the difference between success and failure. —Success.

Human Sympathy.

We quote from a recent address of Sovereign Commander J. C. Root, of the W. O. W., on "Human Sympathy."

What makes it possible for the dissemination of fraternalism?

I see down the busy street a little white hearse, with white horses. Back of it are two or three carriages and, as they move down with the little white coffin in the hearse, the street car man stops the clanging of his bell, the newsboy the crying of his wares, and the busy man pauses for the moment and looks up in wonder and surprise. The old bum with the marks of dissipation upon his face comes trembling out of the hell-hole of iniquity and raises his hat, and a tear steals down his face as he thinks of the way he knelt at his mother's knee and learned his evening prayers long ago.

The hearse passes on. This child was not a relative of any of these people, and they know not who it was, but there is the feeling of human sympathy that arises and reaches through their hearts, and they feel a bond of sympathy for that good mother and father who have lost the little child being borne to its last home.

It is that feeling of human sympathy that occurs to all of us that made it possible to create the fraternal orders. The hearse passes on to the last resting-place of the little child, and the street car driver clangs his bell, the newsboy cries his wares; the business man hurries on in his career, and the old drunkard is perhaps prevented for that day at least from imbibing that which will destroy soul and body for all time. This is the human sympathy that makes it possible to build up a great fraternity like this.

School in Denver.

The school of instruction held May 4, 5, and 6 in Denver was a great success. We had with us our Grand President, Mrs. W. A. Murdock, and our S. A. G. V. P., Mrs. W. D. Oland, from Denison, Tex. We were sorry that more of our Grand Officers could not have been with us. Eighty visitors were present, representing 19 Divisions. Owing to a mixture in dates our Grand President did not arrive until Tuesday afternoon in place of Monday as expected, and the

entertainment of our visitors as planned for Thursday afternoon was changed to Tuesday. The school was opened by our President, Mrs. T. Hinchcliff, Tuesday morning, and most of the morning was spent in registering and making the acquaintance of our guests. In the afternoon visitors and members took possession of two cars and a trolley ride was taken through the principal streets of our city, which was greatly enjoyed by all. Wednesday being our regular meeting day, the usual order of business was followed, and all of the ritualistic work gone through with, as we were also being inspected by our Grand President. We will mention no names, for each one, in her respective station, did their work so well that we are proud of each and every one. Perhaps this sounds like we were "blowing our own horn," but when you hear that we received 99½ per cent on our ritual work, I think you will agree with me, we were very nearly perfect.

In the evening a reception was given at our Division room to all Auxiliary members and their families, and almost 400 were present. An excellent program was rendered by the Sisters and the children of members of Div. 46. This was followed by an address by our Grand President, and to say we enjoyed hearing her but feebly expresses the pleasure and pride we take in having such a good, noble, Christian woman at the head of our great organization, and one who so ably represents the true womanhood of which this Order is composed. At the close of her remarks, little Richard Stone Newell, scarce 4 years of age, and who is a nephew of Grand Chief Stone, marched to the platform—turning square corners—and presented Mrs. Murdock with a beautiful bouquet of American beauty roses, said bouquet being nearly as large as himself. Sister Murdock could only respond by taking the dear little boy in her arms and kissing him heartily, as for once words failed her. The presentation and receiving were roundly applauded. After this a social time was had and refreshments served, and at a late hour we

dispersed to our homes, feeling that another bright page had been added to the book of pleasant memories.

Thursday morning and a part of the afternoon our visitors filled the chairs, and exemplified the work, and with credit to the Divisions they represented. Then came the 100 questions on the constitution and by-laws, and everyone answered, and thus a perfect mark followed. Ice-cream and cake were served, and then came the sad part of such meetings—the saying goodbye, still a feeling of happiness prevailed that we had made so many pleasant acquaintances, and hope in the future to meet many times and thus renew the friendships formed. A cordial invitation is at all times extended by Div. 46 to visiting Sisters to meet with us.

Before closing this article I must tell you that we gave our annual ball the evening of February 19. It was a great success; we cleared over \$100. Too much praise cannot be given Sister John Hockenberger as chairman, and the able members who assisted her, and who had the ball in charge. The balls given by the Auxiliary are now looked forward to from year to year, and are proving to be a great success, both financially and socially.

COR. SEC.

School in Huntington, Ind.

A real enthusiastic Auxiliary woman is never daunted by the weather. Neither summer heat, winter cold, nor a miniature deluge can keep her at home when the interests of the Order are at stake. This was proven by the attendance at the school of instruction held in Huntington, Ind., on May 26. Despite the fact that the clerk of the weather elected to send for our benefit a downpour of rain, there were 93 present. Toledo, Indianapolis, Logansport, Wabash, Peru and Ft. Wayne were well represented. The following Grand Officers were present: Grand President Sister Murdock, Grand Secretary Sister St. Clair, Grand Chaplain Sister Fairhead, Grand Secretary and Treasurer of Insurance Sister Boomer.

At the afternoon session Monumental

Div. of Indianapolis gave the initiatory work. Gowned in white, the Pillars, robed in their respective colors, went through the drill with precision and grace, and when at the finish the Grand President pronounced it perfect, they were given hearty applause.

Wabash Div. of Wabash gave the balloting march, and Friendship Div. of Ft. Wayne the installation of officers. All did well, but especial mention must be made of the work of Sister Merrette of Ft. Wayne as Marshal, and Sister Kniceley of Wabash as Guide.

At the close of the meeting all the Grand Officers present, including Sister Timms, Grand Trustee of Insurance, were presented with pink carnations. Our Grand President is constantly striving to increase the growth and influence of our Order, and among the various devices by which she seeks to accomplish this end, none can surpass the schools of instruction.

MARY E. COLLINS,

Sec. Div. 19.

Union Meeting.

A grand union meeting will be held in Savannah, Ga., August 17, 18, 19 and 20, to which all Sisters are cordially invited. The B. of L. E. will hold a meeting at the same time, and all those who attended last year will urge those who did not attend to come this year.

Savannah is a beautiful city of many attractions, not the least of which is its close proximity to the sea. The G. I. A. will have a school of instruction at this meeting. The Grand Officers will be present, and a good time is assured for all who come. For other information address

MRS. WM. FOGARTY,
349 Montgomery st., Savannah, Ga.

New Divisions.

Div. 77, G. I. A. to Div. 638, was duly organized on the afternoon of May the 24th, by Mrs. Jennie Callahan, Grand Organizer and Inspector, from Amarillo, Tex., with nine charter members. The officers to conduct the welfare of the new Order were then elected, which re-

sulted as follows: Past-President, Mrs. Dave Harrison; President, Mrs. J. M. Lawless; Vice-President, Mrs. Jno. Deimer; Secretary, Mrs. Jno. Meredith; Treasurer, Mrs. Walter Hughes; Chaplain, Mrs. Warren Reynolds; Guide, Mrs. Julian O'Neill; Sentinel, Mrs. U. G. Knox. After the installation of officers, the ladies were entertained at the home of Mrs. Meredith, where delicious refreshments were served.

COR. SEC. Div. 77.

ON Saturday, March 20, 1909, Acme Div. 460 was organized at Wellington, Kans., by the Grand Organizer, Sister Katie Zook, of Amarillo, Tex.

We had invited some visiting Sisters to join in helping us to organize, so although it was a dreary, rainy morning, six Sisters came that morning from Sunflower Div. 39, Newton, Kans., also four Sisters from Primrose Div. 400, Wichita, Kans.

They were met at the train by two of the Sisters and escorted to one of their homes and entertained till the hour of our meeting. Organization, election and installation took place in the afternoon.

We owe a vote of thanks to our visiting Sisters for the assistance they gave the organizer in exemplifying the work for us.

We started out with 20 charter members and have just closed our charter with an enrollment of 26 members. Never was there a more enthusiastic Division organized, as everyone is so interested in the work, and we expect good results from our Division. The elected officers were: Mrs. George Melville, President; Mrs. H. E. Hanson, Vice-President; Mrs. Sam Pierpont, Secretary; Mrs. Walter Adkinson, Treasurer; Mrs. Jack McVey, Insurance Secretary; Mrs. Jim Ostrander, Chaplain; Mrs. Walter Kingsley, Guide; Mrs. Frank Meredith, Sentinel; Mrs. Sherman Lupher, Past-President.

At night we had a public installation of officers so the Brothers of Div. 344 could see who had been chosen for the new Division and we went through with the drill which we had just learned and we

did fine, so the visitors and Brothers said.

A fine musical program was rendered by the young people of the B. of L. E. families. We were very much entertained with a beautiful German song sung by Sister Katie Zook and Bro. Steve Barner, also some good talks by Bros. McCarty, Monroe, McVey, Barner and Kellar, after which the ladies served elegant refreshments, which everyone seemed to enjoy very much.

We departed for our homes wishing to have many more such good times. Since our organization we have had some lovely meetings. At one we took in five new members after which we served refreshments. In order to help our treasury we take five members alphabetically and they serve luncheon and then we have the privilege of inviting one guest and each lady pays 10 cents apiece for herself and guest.

Before closing we must tell you of our good Brothers of Div. 344, B. of L. E. They voted us \$35.65 to help us organize, purchase our regalia and supplies.

PRES. Div. 460.

DIVISION 463, G. I. A. to the B. of L. E., was organized in this city May 19, by Mrs. A. B. Zook, G. O. and I., and Mrs. L. Blake, President of Div. 300, both ladies being from Amarillo, Tex. By unanimous vote the new Division was named Enid No. 463, by Mrs. I. W. Scudder. Following were the officers elected:

President, Mrs. M. S. Cartright; Vice-President, Mrs. I. W. Scudder; Insurance Secretary, Mrs. A. W. Bell; Secretary, Mrs. M. F. Casey; Treasurer, Mrs. J. R. Scott; Sentinel, Mrs. W. P. Gehrean; Guide, Mrs. G. H. Gabriel.

After installation of the officers, the President made the following appointments:

Past President, Mrs. M. S. Porter; Marshals, Mesdames Charles Garman and Charles Harley; Pillars, Mesdames P. J. Liston, W. N. Reece, H. H. Zimmers and G. A. Pruett; Musician, Mrs. P. P. Palmer.

In the evening a reception and public installation were held.

Division News.

Div. 198, Schenectady, N. Y., is not asleep, and its members are very much alive to their duties, and ever on the alert to further the good work. We want our Sisters to know what a delightful entertainment we had on April 14, when Div. 172, B. of L. E., gave a banquet to us. It was held in the new Vendome Hotel, and the banquet consisted of all the delicacies of the season, to which all did ample justice. After which a few social hours were most agreeably spent in playing euchre, listening to speeches by the Brothers, in singing and sketch drawing. We hope to meet again in this social way the near future. **Div. 198.**

RECENTLY I was called to Rocky Mount, N. C., to the Coast Line Hospital, where my husband was taken after being injured in an accident, and I wish to tell of the splendid cordiality of the Brothers and Sisters in that section, who came to me with their ready sympathy and made me feel that I was not among strangers at this trying time.

When the Sisters of Div. 417 found that I was there they called on me at the hospital, and as soon as my husband improved so that I could feel like going out I was invited to attend an afternoon social at the home of Brother and Sister Hugh Lancaster. Upon my arrival I was introduced to the other guests (mostly members of Div. 417), and we enjoyed the afternoon immensely. The hostess served refreshments, and at eventide I bade these good friends goodbye, feeling that I had much to be thankful for.

MRS. JOHN TEMPLE.

ELECTRIC CITY Div. 325, Great Falls, Mont., gave their first annual ball in April. It was a great success and was thoroughly enjoyed by all present. Over 200 couples were there and took part in the mazy dance. Our Division is prospering and gradually growing. We took in five members last year, and hope to be more successful this year.

COR. SEC. DIV. 325.

THE Ladies' Auxiliary, Revelstoke, B. C., entertained the Brothers and their wives and families of Div. 657 in the Selkirk Hall on Friday, March 16.

The Brothers were welcomed by a drill and chorus called: "Oh Canada," by the Ladies' Auxiliary, which was well carried out. An interesting program of songs, recitations, jokes, etc., was rendered. After which a series of games proved a most pleasant diversion. The luncheon prepared by the hostesses for their guests was a triumph of culinary

skill, and was elegantly served, the dainty tables clothed in shimmering damask, and superimposed by graceful palms and fragrant flowers in the colors of the Order, making an attractive appearance. When the company had done full justice to the good things provided, they retired to the lower hall, and dancing was indulged in for several hours. "Auld Lang Syne" brought a very pleasant evening to a close.

This I must say is my first at home, only being organized 10 months. The Brothers hope it won't be long before we make up again and run another passenger to Selkirk Hall. **SEC. Div. 422.**

OLYMPIA Div. 219, Wilkesburg, Pa., is still wide awake and doing fine work. We are having good attendance and quite a lot of good times, one of which I will mention. On April 19 a surprise was held on Brother and Sister Shew, it being their tenth anniversary. We boarded the train at 6:58 for Wilkesburg, where we were met by Brother Shew and other members, which numbered 65 in all. When Sister Shew opened the door and saw so many of the Sisters and Brothers present she was too surprised for words, but she quickly overcame this and bade us welcome, as well as threw open her house. Music, recitations, dancing and games were enjoyed by all till the Sisters announced lunch. After a delicious luncheon had been served, we all assembled in the front rooms, where our President in behalf of Div. 219 presented Brother and Sister Shew with a handsome cut-glass water set. Sister Shew was surprised for the second time, but overcame this also and responded with a few well-chosen words, saying the Brothers should be proud of their Auxiliary and never say a woman could not keep a secret. We all departed for our homes wishing Brother and Sister Shew many more pleasant anniversaries.

MRS. E. J. SUTER, Sec. Div. 219.

On Friday evening, May 14, Mrs. R. W. Newbill, President of Golden State Div. 104, entertained her officers at a 6 o'clock dinner. After partaking of the dinner we enjoyed a stroll around the block. When we returned we found several of the husbands had arrived, as the invitation was extended to them for the evening. Cards and other games were indulged in till a late hour. During the evening the officers presented our Sister with a cut-glass berry bowl. She responded by thanking them one and all. Refreshments were served and the guests departed, having enjoyed themselves.

A SISTER.

ON Wednesday, May 26, Opal Div. 433, of Wichita Falls, Tex., celebrated their first anniversary with the Brothers of Lake Wichita Div. 736 and their families. A nice program of music and solos was enjoyed during the evening, after which cream and cake were served. Everyone present seemed glad he came, and hoped to be with us again in the near future. The Brothers seemed real glad to know they had an Auxiliary and are going to assist us in increasing our membership in the G. I. A. We are yet small in number, but full of ambition, and hope for a big future.

The evening being pleasantly spent in getting acquainted and enjoying the entire program, we departed for home at a late hour, hoping we might all be present at our next anniversary.

E. MCC., Cor. Sec.

ON one of the fairest days in early spring the members of Vandalia Div. 345, Logansport, Ind., held "a first of the season picnic" at the beautiful home of Brother and Sister Dykeman. This home is situated on the brow of a hill on the north side of Eel River, overlooking Riverside Park and the city proper, making an ideal place for sightseeing as well as inhaling the pure fresh air that abounds at this season of the year. The Sisters dressed in regular picnic style, and each brought a well-filled basket from which an elaborate dinner was spread; they only requiring the hostess to furnish the water and toothpicks. She, however, did better, and furnished an excellent pot of coffee with the trimmings necessary, and several other things quite as substantial, to which all did ample justice.

The day seemed ordered for the occasion and was very happily spent in various amusements, and as the Vandalia railroad runs at the foot of the hill the girls had much pleasure in flirting with the engineers as they passed, and there were no trains got by without receiving this attention. Those who knew of the party were on the lookout and acknowledged the salutes, but the engineer who did not respond to the signal given was placed on the "grouchy list," however there were few who were retired in disfavor by the Sisters.

A trip along the banks of Horny Creek looking for wild flowers was another diversion, creating much amusement to see the heavyweights climb the hill on their return.

In the afternoon a photographer came out and took the pictures of the party, which included besides the Sisters a number of future engineers and pretty maids, which helped to make the happiness of the day complete. The guest of honor

on this occasion was Sister St. Clair, Grand Secretary of the Order, whose home is in this city. At the parting all voted Brother and Sister Dykeman royal entertainers, and hope by a succession of like meetings to keep the social relations of Vandalia Division in perfect harmony.

The Sisters of Div. 345 have not a very large membership, numbering less than 20, but what they lack in numbers they make up in sisterly love and kindness to one another. Every one seems to be in perfect accord, and no sacrifice is too great for them to make when by so doing they can add to the happiness and best interests of a Sister, thus exemplifying the grand principles of the G. I. A.

A SISTER.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., July 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than June 30, 1909.

ASSESSMENT No. 463.

Dunsmuir, Cal., April 21, 1909, of cancer, Sister Emma J. Poor, of Div. 163, aged 41 years. Carried one certificate, dated Nov. 22, 1897, payable to J. C. Poor, husband.

ASSESSMENT No. 464.

Fulda, Wash., May 3, 1909, of Bright's disease, Sister Mary A. Wilcoxson, of Div. 62, aged 68 years. Carried two certificates, dated March 31, 1899, and Aug. 20, 1900, payable to Frank F. Wilcoxson, husband.

ASSESSMENT No. 465.

Green Bay, Wis., May 5, 1909, of heart trouble, Sister Harriet Harwin, of Div. 35, aged 73 years. Carried one certificate, dated April 10, 1895, payable to J. H. Harwin, husband.

ASSESSMENT No. 466.

Green Bay, Wis., May 9, 1909, of carcinoma, Sister Judith McCrea, of Div. 35, aged 51 years. Carried two certificates, dated Jan. 28, 1902, payable to Mrs. Eliza E. Burlingame, sister.

ASSESSMENT No. 467.

Detroit, Mich., May 20, 1909, of fractured skull, Sister James J. Jeffries, of Div. 17, aged 58 years. Carried two certificates, dated Feb. 21, 1900, payable to James J. Jeffries, husband.

ASSESSMENT No. 468.

Weatherly, Pa., May 23, 1909, of apoplexy, Sister Lydia Friedenbach, of Div. 321, aged 53 years. Carried one certificate, dated July 19, 1904, payable to Henry Friedenbach, husband.

Members will pay their Insurance Secretaries on or before July 31, 1909, or be marked delinquent; and in order to reinstata must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 465, 466, 467 and 468 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 442 and 443, 6,976 in the first class, and 3,141 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,
941 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

Question: What is the difference between releasing an automatic freight brake from the engine, bleeding it off, and a brake leaking itself off? Is it not proper to say in each case that the brake released?

What leaks will release a brake?

B. A. C.

Answer: To release a brake applied on a car, from the engine, the pressure in the brake pipe is increased by admitting main reservoir air till its pressure is greater than the remaining auxiliary pressure. This moves the triple valve to exhaust position, brake cylinder air then escapes to the atmosphere through the triple valve exhaust port. When bleeding an applied brake off, the auxiliary pressure is reduced by opening the release valve or bleeder and allowing the pressure to reduce below that remaining in the brake pipe till the triple valve will move to exhaust position and allow brake cylinder air to escape. If there is no compressed air in the brake pipe, this means to reduce the auxiliary pressure to zero. The brake cylinder will reduce at the same time, but the triple valve will not be moved by the brake-pipe pressure to exhaust position; the graduating spring, if there is one, will move the piston part way toward full exhaust position. By the time the triple piston moves, the release spring in the brake cylinder has usually pushed the brake piston back and opened the leakage groove. When a brake leaks off, it is on account of some defect and we generally say the brake *leaks off* to call attention to the defect and use the word *release* for the normal operation of the triple valve and brake piston.

Now as to leaks that will release a brake. After a brake has been applied by reducing brake-pipe pressure, a leak at the brake valve, either past the

rotary or a defective gasket will increase the brake-pipe pressure till it exceeds that of the auxiliary; the triple valve should move to exhaust position and release the brake normally. Any leak into the brake pipe that increases its pressure above that of an auxiliary should release that brake. Extra reservoirs on cars, whether for the water raising system or any other purpose, that can feed back into the brake pipe, tend to release the car brakes when applied from the engine.

A leak by the brake piston packing leather allows that brake to leak off. A leak under the slide valve of the triple that allows brake cylinder air to get to the exhaust port will reduce the cylinder pressure. A leak at the gasket at the end of the brake cylinder that gets the air pressure will do the same. A leak at the bleeder or release valve or the triple valve gasket will reduce auxiliary pressure; as soon as that is lower than brake-pipe pressure the triple valve will move to release, normally.

A leak in the auxiliary tube or at the gasket between the triple valve and auxiliary, that allows auxiliary air to get to the brake cylinder, will tend to reduce auxiliary pressure. With a *partial* application this may release the brake. With a *full* application it will not, because with a full application the auxiliary and brake cylinder pressures are equal. A leaky graduating valve tends to release the brake with a partial application, but not with a continuous full service application, because with a partial application it will reduce the auxiliary pressure; with a full application it cannot.

Question: Will a sight-feed lubricator feed oil properly if the water passage between the condenser and oil passage is choked up? Why? Where does the steam pressure get its work in?

Answer: No. Because the head of water in the condenser when this passage is open puts a pressure on the oil and forces it out of the feed nozzles. If this passage chokes up, or the water valve is closed, the steam pressure on the water in the sight feed glass tends to force the

oil back through the nozzles and water follows it. The steam pressure is on the oil from both sides when the water valve and sight feed valves are open; from only one side when either of them is shut; cut off entirely when both water valve and sight feed valves are shut.

Question: Is there an air cylinder lubricator for an air pump made that is connected to the locomotive cylinder lubricator, the same as the one that oils the steam cylinder of pump? N. S. M.

Answer: There is one made by the Detroit Lubricator Co. It is on the "down drop" feed principle. The drop of oil passes down through an air space instead of up through a tube filled with water. The amount of oil fed can be closely regulated by the engineer. It works very nicely.

Question: For coal economy on a hard run is it any advantage to work the injector continuously from beginning to finish of the trip, or should it be shut off for an instant when pulling out after each stop? W. H. T.

Answer: To help out a poor steamer, shut off the injector before you open the throttle to pull out. As soon as the engine begins to move the cylinders are using considerable steam; the exhaust is tearing the fire with a surplus of cold air so it is not doing its best and in most cases a fresh fire is being put in; if to these pulls on the steam pressure you add the amount of steam used to operate the injector, and the heat from the fire going into the injected feed water the boiler pressure will surely drop. As the water generally rises when the throttle is opened, you can shut off the injector for a minute or so till the lever is hooked up to the working notch.

Then when you shut off steam to make the stop leave the injector at work till you pull out again, or till the proper water level is reached.

This will allow a stronger fire when coming into a station without popping and help out the flues, as you can have a strong bright fire at all times on the trip. There is no doubt this will help out a poor steamer, and of course will make a good steamer more economical.

Question: Does the fibrous packing around the steam ram of a lever injector have anything to do with keeping the priming devices in perfect line?

W. H. T.

Answer: Most decidedly yes. If the priming device consists of two steam valves opening one after another and the valve stem and brass bushings wear so the stem can drop down and get out of line, it usually makes the steam valves leak; in most cases prevents the injector from priming properly. Pack the steam ram or stem snug and evenly all around so it will be exactly in the middle of its stuffing box, and when moved back and forth by the starting lever it will move in a straight line. Sometimes an injector that will not prime properly can be cured by packing the steam ram so it must move in a central position.

Question: Is there any difference in the temperature of the delivery water coming from an injector when working at its maximum capacity and when at its minimum? W. H. T.

Answer: If the steam valve is wide open for both a maximum and minimum of feed water, of course the delivery water will have a higher temperature at the smallest amount of feed water or minimum than at a maximum, because there is the same amount of steam going to the injector in each case.

In one it heats a small amount of water very hot; in the other it heats a larger amount of water to a moderate degree.

With an injector having a large range like the Sellers, which has a minimum of 43 per cent of its maximum, you can see that it will raise the temperature of the water a great many degrees to throttle the water supply and leave the steam full on.

On the other hand, to throttle the steam supply so that it will just pick up the water at the overflow, as is usually done with a non-lifting injector where a screw-stem steam valve is used, will result in a lower delivery temperature with a minimum of feed water than if all the steam possible were used. As this method uses the least steam in proportion to the

amount of feed water handled it is the most economical, and makes the best steaming engine.

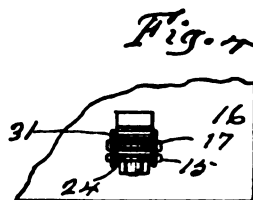
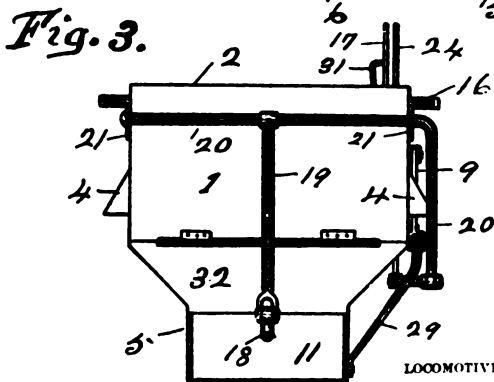
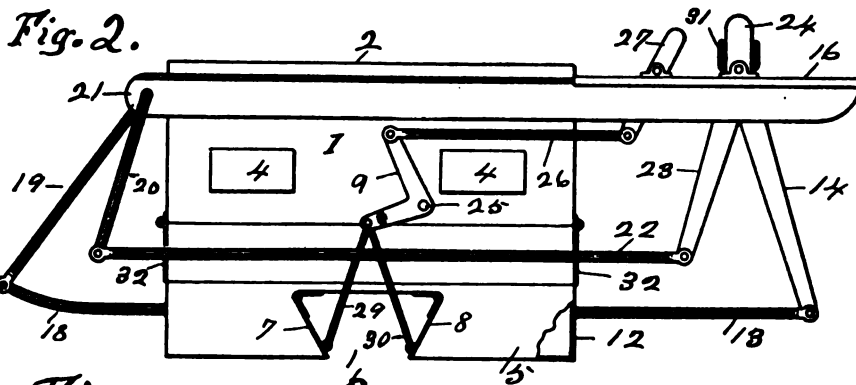
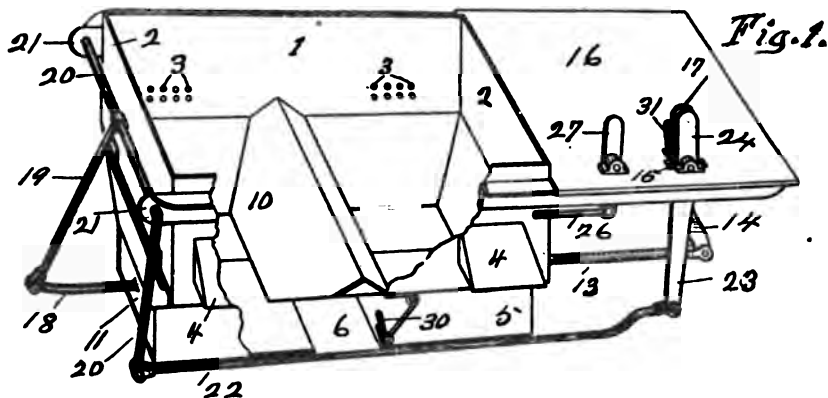
Safety Ash Pan.

EDITOR JOURNAL: We herewith enclose you print of the Atlas Safety Locomotive Ash Pan, patented in the United States and Canada and applied for in Mexico, by J. A. Swartz, member of

Div. 12, Ft. Wayne, Ind., and T. P. Whelan, member of Div. 447, Bellevue, O., employed on the Nickel Plate Railway.

This device is operated by moving levers conveniently located in the cab-deck of engine, which in turn operate scrapers that move back and forth under guides fixed in each section of pan, and effectually clean the pan.

These scrapers, when in normal posi-



LOCOMOTIVE ASH PAN.

tion, also serve as dampers for the forward opening in front section, and the rear opening in the rear section of pan.

In addition to the absolute safety with which it may at all times be operated, whether standing or moving, it promotes dispatch in the handling of power at the terminals as well as on the road; improves the steaming qualities of the engine because fire may be kept always clean, thus lengthening the life of the flues as well as adding to the efficiency of the power.

The Atlas safety locomotive ash pan is more durable than others for the reason that there need never be the great accumulation of ashes and partly burned fuel in it that not only shortens the life of the present pan by burning it out, but that of the grates as well.

This device has a perfectly fire-tight bottom, which prevents the dropping of fire, beyond the control of the engine-men (a fault so prevalent in the modern locomotives as at present equipped), thus preventing damage to railroad and other property, which represents an economy worthy of consideration.

Our device is attached to fire-box in such a way that leakage from mud ring must fall outside of pan, and it is equipped with a double bottom, which permits of steam being admitted between to prevent freezing, should water, from any cause, get into pan.

The Atlas safety locomotive ash pan has these distinct features of merit:

It meets all requirements of the Federal law relating to safety appliances in railroad equipment.

It promotes efficiency in locomotive performance by improving the steaming qualities of the boiler.

It will neither freeze, warp nor burn out.

It will reduce the number of claims for fire, as well as for personal injury.

It is adapted to any type of locomotive.

It will last longer than any other ash pan in use, and for all these reasons, which are fully supported by a seven months' service (test of 35,000 miles on a consolidated engine) on the Nickel Plate Railroad between Buffalo and

Chicago, and is still in good condition, the Atlas safety locomotive ash pan is to be classed as an up-to-date railroad safety appliance.

This ash pan was adopted by the Nickel Plate Railroad Co. May 10, 1909, where it is giving perfect satisfaction on all types of locomotives.

T. P. WHELAN, Sec. and Treas.,
Bellevue, O.

Frisco Air-Brake Puzzle.

ENID, OKLA., May 24, 1909.

EDITOR JOURNAL: As I was coming east on Western division of Frisco, engine 309, between Darrow, Okla., and Okeene, Okla., train parted. I felt jerk, and looking back as I lapped brake valve I noticed train had parted, but front section kept on rolling. I looked up at gauge and found that air was not disappearing from train-line, and rear portion of train by this time was about 10 car lengths from front section. I made stop then with brake valve and released brakes.

As this puzzled me, I went back to see how it came that air would not set automatically when train had parted. I found rear angle cock open, but air was released on front section of train. Had 9½-inch pump air worked O.K. before and after train had parted, why did not air set?

Will some Brother kindly solve this problem?

A. T. EKSTROM, Div. 445.

Electrical Railroading.

BY ELWOOD GRISSINGER.

PART XXXIX.

The determination of speed characteristics under load, of electrical energy input, mechanical output, efficiency, power factor, etc., of induction motors is generally ascertained by means of suitable brake tests. A brake test has been so designated because of the use of a braking device acting upon a pulley fastened to the motor shaft. A change in the degree of braking is the means of giving the motor different degrees of mechan-

ical load. The common form of a brake for this purpose has been termed a Prony brake; and this is illustrated in Fig. 1.

In the Figure, A is the motor shaft to which is keyed a special double-rimmed pulley, B. Between the two rims, a number of wooden blocks M are held by the steel brake-band C. The blocks M are fastened to the band C. The steel band is shorter than the outer periphery of the wooden blocks and each end of it carries a metal lug, through which a threaded rod D with hand-wheel passes. It is possible with the hand-wheel, therefore, to tighten or loosen the brake. A beam E is also made a part of the brake band C. The

passing into the motor, the number of pounds weighed upon the scale. With these readings, covering a range of different weighings, the characteristics of a motor can be plotted upon paper in the form of curves, L in the figure being the distance between the shaft center and the point of contact between beam E and block F, forming an essential part of the calculations.

As might be supposed, the movement of the pulley beneath the blocks M, when under pressure, develops heat. Upon large sizes of motors, the brake arrangement provides for cooling with flowing water. A heavy grease is also applied

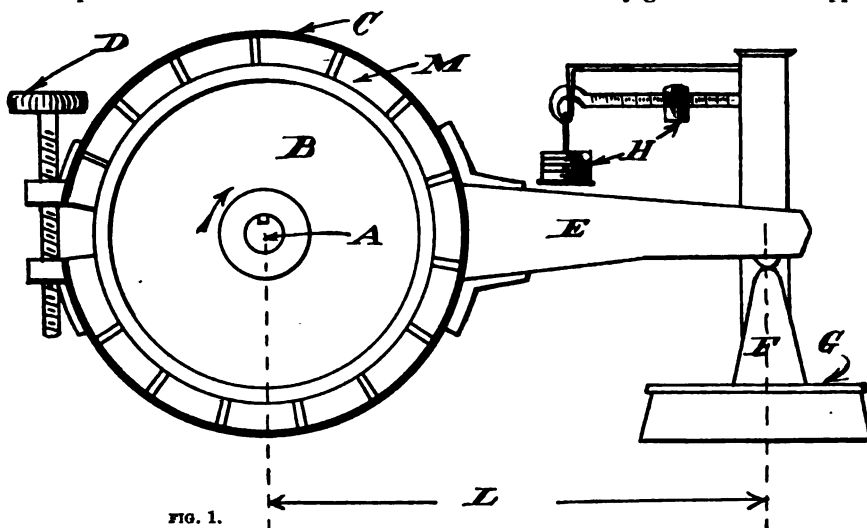


FIG. 1.

free end of the beam is intended to rest upon a block F and the block F is placed upon the scale pan of a standard scale. The scale carries the usual beam weight with the sectional hook weights.

The direction of rotation of the motor is such as to tend to carry the beam downward, thereby exerting a pressure upon the scale pan through the block F. The degree of this pressure will depend upon the tightness of the brake on the pulley. This pressure is weighed by the scale through a proper adjustment of the scale weights. When the scale beam balances, simultaneous readings are taken of the speed of shaft A, the voltage applied to the motor terminals, the current passing into the motor, the true energy

to the rim of the pulley so as to afford some lubrication between the pulley and the blocks. The Prony brake is merely a means of placing a variable mechanical load upon a motor, which load can be weighed in pounds and expressed in foot-pounds of energy.

The pressure of the beam E upon the scale indicates the torque or twisting effort of the motor shaft. This torque is expressed as the product of the pressure upon the scale in pounds as weighed, into the distance between the center of the pulley B and the point of contact with the block F, which distance in the figure is noted as L. If the distance L were two feet and the pressure on the scale amounted to 50 pounds, then the torque

T for that instant would be 100 foot-pounds. The horsepower developed for that same reading would therefore be in accordance with the following formula :

$$H. P. = \frac{2 \times 3.1416 \times T \times S}{33,000}, \text{ in which for-}$$

mula S represents the speed of the motor in revolutions per minute and T the torque in foot-pounds. The quotient derived by the above formula represents mechanical horsepower as ordinarily understood.

The same braking arrangement is of course used in determining the operative characteristics of any type of motor. As an illustration of its use in determining the efficiency of a small direct current motor, the following example is given :

The simultaneous and instantaneous readings of speed, voltage, current input and scale weighing, showed that a motor was taking 40 amperes at 110 volts. The electrical input would therefore be 40 amperes multiplied by 110 volts, giving

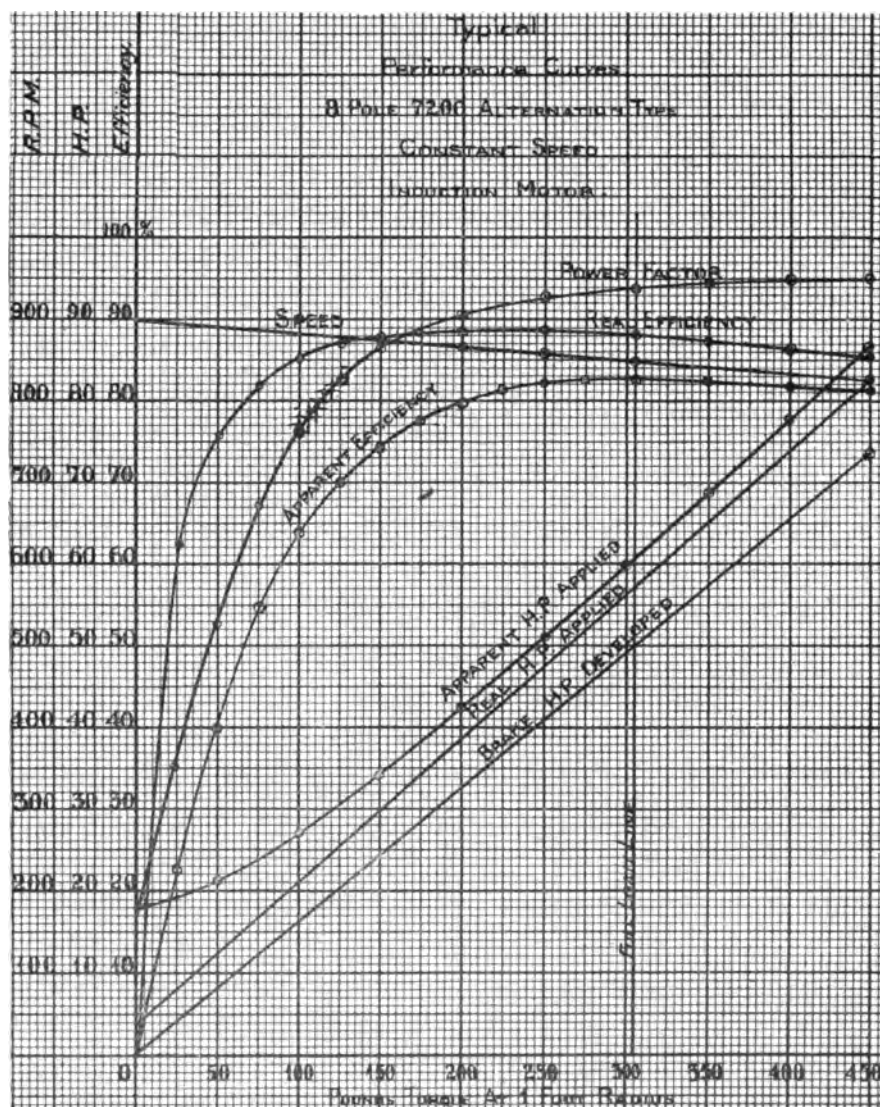


FIG. 2

4,400 watts of electrical energy. Dividing 4,400 watts by 746 watts, the electrical horsepower input to the motor would equal 5.9. The speed of the motor at the same instant was 1,000 r.p.m., while the foot-pounds as determined by the scale reading multiplied by the length L was 27. Therefore from the formula above given, the mechanical output of the motor at the instant that 5.9 electrical horsepower was being absorbed by the motor, was $2 \times 3.1416 \times 27 \times 1,000$, divided by 33,000 which gives as a quotient 5.14 H. P., or an amount of power less than absorbed by the motor which is as it should be. The efficiency of the motor as ordinarily calculated and understood, would therefore be the ratio between the mechanical horsepower output and the electrical horsepower input, or 5.14 divided by 5.9, which equals 87.1 per cent.

A series of readings taken upon an induction motor operated in line with the examples already shown and in connection with the Prony brake illustrated and described together with the necessary electrical measuring instruments and their readings, enable one to make the calculations from which a set of curves as shown in Fig. 2 can be drawn. The presence of lagging currents, and therefore, the variable power factor of an induction motor, complicates the problem somewhat by introducing factors which are not present in direct current motor practice. However, a description of the work and the curves can be given in a simplified form, and it is thought well to include it here.

In the first place, commercial induction motors are generally three-phase, though there are many two-phase systems in operation. This means that for the three-phase work, the energy absorbed by the motor must be measured in at least two circuits of the three-phase circuit and preferable in all three, as distinguished from but a single circuit in direct current practice. The two-phase motor has two circuits, in which the electrical power must be measured. The Prony brake work and readings are the same in any event. The measurement

of the voltage supplied to the terminals of an induction motor should be measured across the terminals of each phase. The amperes of current flowing should be measured in each phase. These measurements should be made by means of independent meters, though it is possible to use but one voltmeter and one ammeter and by connecting with suitable switching devices, measure the voltage or amperes in either circuit at will. For accurate work, however, independent meters should be used in order to obtain simultaneous and true readings, for it should be remembered that all readings must be made at the same time for every change of load upon the motor.

The readings of voltmeter and ammeter for each phase when multiplied together will give the watts of electrical energy absorbed by the motor. The sum of the readings for each phase so obtained will give the total electrical energy absorbed by the motor. These readings so obtained, however, represent the apparent electrical horsepower applied to the motor. It is called apparent because it is higher than the true electrical horsepower absorbed by the motor and it is higher than the true electrical horsepower because of the power factor of the motor; and this in turn because of the presence of lagging currents already described at some length in previous papers. By reference to Fig. 2, which is intended to show the performance of a standard 50 H. P., 7,200 alternation, 8-pole induction motor, it will be noted that the curve of "apparent horsepower applied" is almost a straight line except for the light loads. It will also be noted that this curve is above, and therefore represents greater values, than the line next below it which is termed "real horsepower applied." The readings from which the last named curve is plotted can be obtained in different ways, the shop method generally employed being that of the use of a Siemens dynamometer, which is an electrical measuring instrument. In general, an indicating wattmeter connected into each phase would give a reading showing the true electrical energy passing

into the circuit, and from these readings, the curve marked "real horsepower applied" can be drawn. The curve marked "brake horsepower developed" is that curve drawn from the readings taken and calculated from the scale weighings already described in the first part of this paper. It represents the true mechanical power developed at the pulley of the motor. The curve designated as "apparent efficiency" is that curve drawn from the calculations derived by dividing the brake horsepower developed by the apparent electrical horsepower applied. This efficiency of the motor is, of course, less than the true efficiency because the brake horsepower developed is the same in each case, whereas the apparent power applied is in excess of the real power applied. The apparent efficiency is the ratio of the power delivered by the motor to the apparent power applied, whereas the true efficiency of the motor is the ratio of the power delivered by the motor to the true power applied to the same. For this reason, therefore, the curve marked "real efficiency" shows higher values than the curve marked "apparent efficiency." The apparent efficiency of a motor is also equal to the true efficiency of the motor multiplied by the power factor referred to the same degree of load or of output.

It was stated in an earlier paper, that the power factor of a motor was the relation between the working current (the current which is useful, and which would be the only current if there were no lagging component) and the total actual current flowing. By separating the working current from the total current, it therefore becomes possible to sketch the curve marked "power factor." Conversely to the working in the preceding paragraph, it is also possible and a simpler process to determine the power factor of a motor for its various loads by dividing the apparent efficiency of the motor by its true efficiency. The power factor curve is readily drawn by this method. The speed curve of a constant speed induction motor should always be a straight line drawn through points for

the different brake loadings upon the motor, beginning at synchronous speed when running without load, and gradually but uniformly decreasing in speed as the load upon the motor increases. The full meaning and character of the curves in Fig. 2 should be understood, and reference will now be made as to how such curves are plotted from the data derived by brake test.

The speed torque curve of Fig. 2 shows the torque of the motor shaft at one foot radius, the speed curve being made up of readings of the revolutions per minute of the motor shaft; and the torque readings, those obtained by weighing the torque of the motor shaft by the scale weights. The one-foot radius means that the torque readings are reduced to the equivalent of what they would represent as the pull upon a belt in pounds from a pulley which was two feet in diameter. For this reason, therefore, the notation at the bottom of Fig. 2 is made to read "torque in pounds at one foot radius."

To put the calculations derived from instrument readings in the form of curves, a cross section paper is used, and this paper is made with a large number of equal square divisions over its surface. Starting at a convenient point, a line is laid off to the right and horizontally, called the "abscissæ." Upon this line, a number of equal divisions are laid off, representing respectively 50, 100, 150, 200, 250, 300 pounds, etc. These are the readings deduced from the scale readings of the weighing machine. Where this horizontal line starts, a vertical line is laid off, called the "ordinate." This vertical line is laid off into equal divisions and in three columns for this particular set of curves, the first column representing the efficiency values from 10 to 100 per cent, the second column representing H. P. developed by the motor at its pulley from 10 to 90 H. P., and the third column representing the speed of the motor from 100 to 900 r.p.m. It is not necessary that the vertical scale shall be laid off in the same ratio as the horizontal scale, it being only necessary that all vertical divisions shall be equal to one

another and that all horizontal divisions shall be equal to one another.

Assuming, therefore, that the line of abscissae and ordinates have been laid off as suggested and that the main divisions have been marked as stated, the condition of no load upon the motor will be the one first to be checked off on the curve sheet. The motor being an 8-pole, 7200-alternation motor means that at no load it will run at 900 r.p.m., and for this condition, therefore, the motor is developing no power; there is no power weighed upon the scale pan, no torque developed, and the pounds torque at one foot radius is zero. This point of speed of the motor falls therefore upon the ordinate line and at a height on that line above the horizontal represented by the figure in the left hand column as 900. This is the beginning of the speed curve.

For the particular motor in question, it has been found that it developed the equivalent of 50-brake horsepower, when the readings of the weighing machine showed the equivalent of 310 pounds at one foot radius. Therefore, by moving out on the horizontal line to the point equivalent to 310 divisions and from this point, drawing a vertical line, we will have what is termed the full load line of the motor. If we start at the point in the second column of vertical figures marked 50, and here draw a horizontal line across the full load line just made, we will have the point on the full load line where the curve of brake horsepower developed crosses it. We can therefore draw the line marked "brake horsepower developed" from the zero position, diagonally across the chart and through the point on the vertical full load line, where the horizontal line from the 50 H. P. point was drawn. When the motor was showing a load of 310 pounds, the speed of the motor shaft was taken and it was found to be 850. Therefore, at a point on the full load line equivalent to a reading of 850 in the third column of figures, a line can be drawn to the no-load speed of the motor or 900. This will be shown to be a straight line. For each loading of the motor, as shown by 50, 100, 150 pounds torque, etc., or for any

other pounds torque, simultaneous readings are taken of speed in r.p.m. of the motor shaft, electrical power input into the motor in both apparent and real power, and these readings are plotted off horizontally from the equivalent vertical division positions. Virtually, for every reading in pounds torque, a vertical line is drawn for that particular loading and the corresponding points of power factor, speed, real efficiency, apparent efficiency, etc., marked upon such vertical. After all such readings are marked upon the chart, lines or curves are drawn through the points, thereby showing the variation in behavior of the motor for the different load conditions.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

VANCOUVER, B. C., May 26, 1900.

EDITOR TRAIN RULES DEPARTMENT:

The following question has come up for discussion and has been referred to you for reply through the JOURNAL. Is it necessary for the first section of a train to sound the whistle signal indicating that there is a section following, when meeting a train of the same class, but going in the superior direction? Div. 320.

Answer: Yes. It is necessary to give one long and two short blasts of the whistle when meeting a train of the same class moving in the superior direction. The reason for this is, that Rule 90 provides that a train must stop at schedule meeting stations if the train to be met is of the same class, unless the switch is right and the track clear. When the expected train of the same class is not found at the schedule meeting station, the superior train must approach all sidings prepared to stop, until the expected train is met. Therefore when a train displays signals for a following section, such following section has equal time-table authority and the train of superior direction must approach all sidings prepared to stop until the second

section, or until all the sections are met. The rule prior to 1906 only required that the signal be given to trains of the same or inferior class, which of course included trains in the superior direction, as well as trains in the inferior direction. But the new rule adopted 1906 requires that this whistle signal be given to yard engines, extra trains, trains of the same class in either the superior or inferior direction, trains of inferior class and trains of inferior right. Under this new rule if a second-class train held an order to meet a first-class train, or held right over a first-class train, and the second-class train was displaying signals, they would be required to give the whistle signal to the first-class train to call their attention to the signals displayed. This is necessary in order to protect a following section which might have been included in the order by the mention of the section-class train by its number alone.

CHICAGO, ILL., June 4, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Train No. 23 is a daily train except Sunday and it leaves its initial station at 8:15 a. m. At 12:01 a. m., Sunday, a new time-table took effect making No. 23 a daily train. Can No. 23 run on this first day? Also please say if No. 23 could be run on Sunday in case the change of time-tables took place at 12:01 p. m., instead of 12:01 a. m? If they could not run from the initial station could they be started from some intermediate station?

Div. 10.

Answer: With the new time-table taking effect at 12:01 a. m. Sunday, No. 23 can run on Sunday under the new time-table as it is due to leave its initial station after the time-table takes effect and there has been no other train of that number run on that date.

If the new time-table took effect at 12:01 p. m. instead of 12:01 a. m., No. 23 could not run on Sunday for the reason that schedules are not in effect on a new time-table except when they are due to leave their initial station on such division after the time-table takes effect, with the further exception that when a schedule of the old time-table corre-

sponds with a schedule of the new time-table as to number, class, day of leaving, direction, and initial and terminal stations, a train authorized by the preceding time-table will retain its train orders and assume the schedule of corresponding number of the new time-table. You will note that the old time-table did not authorize a train for Sunday so there would be no train to retain its train orders and assume the schedule and as a result the new schedule would not be good until Monday. A No. 23 could not be started from an intermediate station in such a case for the same reason as stated above.

STONGA, VA., June 7, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give your opinion on the following orders for the benefit of several trainmen. No. 2 runs from J to A and at J they receive this order: "Order No. 6, to No. 2, at J. No. 2, engine 2, will run one hour and thirty minutes late J to A." After signing for this order they receive another one reading: "Order No. 6 is annulled."

The special instructions in the time-table require that no train must leave A or J without a "31" order or a clearance card. Can No. 2 proceed on the above orders, or must they have a clearance card? Both of the orders are "31" orders.

I. R. C.

Answer: The requirements of the special instructions have been fully complied with by the receipt of the two orders, and No. 2 may proceed. These instructions are usually for the purpose of making it safe to place orders at terminal points, or other points where it is feared the regular train order signal will not control the movement of the train or trains, or where there is no train order signal. The Standard Code only requires that before a train leaves its initial station it must ascertain if all trains due of the same or superior class have arrived or left.

BUFFALO, N. Y., June 2, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give me your opinion on the

following case: Order No. 1, "Engine 5 will run extra A to B and meet extra 4 at B." When extra 5 arrives at B they get the following order: "Engine 5 will run extra B to E." The question is, can extra 5 proceed from B before extra 4 arrives?

P. L. B.

Answer: It is a common principle of operation that when a train reaches its terminal all orders held by them become void, as the train could not possibly use them and should not be allowed to hold them in force. B is the terminal for extra 5 created by the first order, and when they reach B any orders which they hold become void. There is no rule to this effect, but no other understanding could be held, as it would be adding complications to the situation which could not possibly be met. The Train Rules Committee of the American Railway Association in constructing the rules omitted those principles of operation which were firmly established from the rules and as this is one of the firmly established principles of operation, that when a train reaches its terminal all its orders become void, we therefore take it that this principle applies to all trains. But whether this particular principle applies to this case or not, an order sent to extra 5 with initial station at A and terminal at B cannot govern the movements of extra 5 with initial station at B and terminal at E because an order must not be sent to a train to govern such train outside the limits or territory of such train. Further, it is the duty of a dispatcher in originating an extra train to protect such extra against all opposing extra trains when he originates them and it would be improper for him to depend on an order which he had given to a former extra to protect the new extra. When extra 5 gets the order to run extra B to E they are not required by rule to protect against opposing extras and can therefore proceed; but under the circumstances it would be best to call the dispatcher's attention to the fact to avoid any misunderstanding.

A great many lines in their instructions governing the movement of trains in yard limits state that trains must be

under full control. The train rules committee of the American Railway Association were asked the following question and gave the following answer:

"Question: We would like to ask if you have any knowledge of any authoritative definition of "full control." The general acceptance of the term is that it means for train to proceed at such a speed that it is prepared to stop within range of vision of the engineer—in other words, do not go faster than it is possible to stop should any danger appear. To proceed with caution seems to be more or less synonymous with "full control," and perhaps there may be some sort of definition of what it means to proceed with caution?

Answer: The term "full control" does not appear in the Standard Code. The term "proceed with caution" is employed and the manner or method is left for each road to determine for itself in accordance with its needs and the varying conditions and practices necessary on different railroads.

Question: Rule 93. Within yard limits the main track may be used, protecting against second and inferior class trains. Second and inferior class and extra trains must move within yard limits, prepared to stop, unless the main track is seen or known to be clear.

With the cost of operation high and delays to switching service expensive in mind, kindly give us your views as to the proper interpretation of the rule as above written. Would the word "protecting" mentioned in the rule imply that switch engines working within yard limits must be protected against second and inferior class trains in accordance with Rule 99?

Answer: The committee does not attempt to give in detail the manner in which protection is to be secured, conditions and practices varying on different railroads. Railroads equipped with automatic block signals may wish to take advantage thereof; some railroads operate under manual block protection; others equip themselves with semaphores on each side of the yard, which are held at stop at all times except when trains are to be allowed to pass or come in; some

railroads have rules requiring all second-class and inferior trains to approach and pass through yards under control.

The manner in which protection may be given is left to each road to determine for itself.

The Electric Telegraph.

J. W. READING.

(Continued from June JOURNAL.)

It took nearly two days to find the injured portion of the cable, cut out the defect, make a splice, and begin to pay out the cable again. At intervals of 30 minutes, day and night, tests were made between the ship and the shore, and as the cable sank in deeper and colder water the electrical power showed stronger, proving that the insulation was perfect.

All now went well until Saturday, the 29th. Shortly after noon the alarm was once more given that something was wrong. This time the fault was more serious than before. Tests proved that the insulation was defective, as the electrical current was escaping into the sea. As the fault had gone overboard it was necessary to go through the same general course as on the first occasion. This time it was a much more difficult matter, as they were working in water over two miles deep. After working about ten hours, a portion of the wire showing serious injury was lifted from the sea. Again the defective portion was cut out and a new splice made. The second injury was practically the same as the first. A wire was found which had been driven into the cable.

This second delay excited the suspicions of the men in charge, and, as the same gang of workmen were in the tank that were there when the first injury was discovered, they were brought out and shown the cable pierced through with the wire and asked how it occurred, and every man said it must have been done by design. This answer seemed to imply that there was someone guilty of trying to defeat the project.

It seemed hard to believe that anyone could be guilty of so serious a crime; yet, just such a thing had occurred before in a cable laid in the North Sea,

where the insulation was destroyed by a nail being driven into it.

The man was afterwards arrested and confessed that he had been hired to do it by a rival company.

In the case of the new Atlantic cable there were many motives which might prompt men to such an act. It being impossible to fix the deed on anyone, there remained only a painful suspicion of treachery, and a guard was kept in the tank continuously.

The "Great Eastern" proudly continued on her voyage. Not the slightest check interrupted their progress for the next three days, during which they passed over 500 miles of ocean. They were now in the middle of the Atlantic, and with the exception of the two delays mentioned everything had worked to perfection.

The paying out machinery worked so smoothly that it excited the enthusiasm of all on board. The strain never exceeded 14 hundredweight even in the greatest depths; and as for the cable itself, it seemed about as near perfection as possible to attain. The insulation improved in the deeper waters. With every mile laid it seemed to grow better. When in the middle of the ocean the communication was so perfect that they could tell at Valentia every time the "Great Eastern" rolled heavily in the sea. On Monday they passed over a deep valley where lay the wrecks of three previous Atlantic cables, and everybody on board was confident there would be no failure on this occasion.

Wednesday brought a sudden termination of their hopes. They had run out about 1,200 miles of cable and were now within 600 miles of Newfoundland.

Two days more would have made them safe, as it would have brought them over the shallow waters of the coast.

In the morning of the day named while Mr. Field was keeping watch in the tank a grating noise was heard as if a piece of wire had caught in the machinery, and word was passed up to the deck to look out for it, but the caution seems not to have been heard, and it passed over the stern of the ship. Soon afterwards

word came from the testing room that something was wrong and the ship was again stopped.

This new trouble, while annoying, did not create alarm for they had become accustomed to such things. Had the machinery for picking up the cable been complete it could not have delayed them more than a few hours, but this had been the weak point from the beginning. The only motive power was a wheezy little "donkey" engine. This was soon at work pulling in the wire from the ocean's depths, but the little boiler failed to provide steam enough to keep the "donkey" moving, and while waiting for steam a breeze sprang up which caused the big ship to drift over the cable, chafing it seriously.

When the lifting machinery was again set in motion and the injured portion hauled over the bow of the boat, the damage had been so great that it was unable to withstand the weight, and the cable suddenly parted and went to the ocean's bottom.

It came without a moment's warning. So unexpected was the catastrophe that all on board the great ship were dumb-founded.

Mr. Canning and Mr. Field stood watching the cable as it was straining upward from the sea and saw the snapping of the cord which broke so many hopes. The calamity which all had feared and yet seemed so far away had come at last.

In America, of course, nothing could be known of the fate of the enterprise, but in England its progress was reported from day to day and, as the success up to this point had raised English hopes up to the highest pitch, the sudden loss of communication with the ship was a serious blow to public expectation, and gave rise to all sorts of conjectures as to the probable fate of the enterprise.

In the darkness of their despair those on board the "Great Eastern" could not give up. The intrepid Canning declared his purpose to grapple for the cable. The proposal seemed wild. Yet, he had fished in deep waters before. He had raised a cable from the bottom of the Mediterranean, but that was a shallow lake compared with the depths into which the Atlantic cable had descended.

There were on board about five miles of wire rope, intended to hold the cable in case it became necessary to cut it and lash it to the buoys, to save it from being lost in a storm. This was brought on deck and two five-armed anchors were firmly shackled to the end of it. These huge grappling irons were brought to the bow of the ship and thrown overboard. It took two full hours for the irons to reach the bottom.

The great ship had been slowly drift-

ing back over its course and in order to grapple the cable broadside had stood off a few miles to the south and was then turned to move slowly over that portion of the sea where the cable was supposed to lie, and a dozen or more miles from the broken end. All night long those iron fingers were raking the bottom of the sea and not until early morn did there appear any indications of having found anything. At this time the rope quivered like a fisherman's line when something had seized the end. As they began to haul in the rapidly increasing strain rendered it certain that they had gotten hold of the cable. For hours the work of lifting it went on. They had raised it 700 fathoms, or three-quarters of a mile, when an iron swivel gave way and once more it went to the bottom, carrying with it about two miles of the rope.

The first attempt had failed, but the fact that they had unmistakably caught the prize gave them courage for the second effort. Preparations were at once begun, but fogs came on and delayed further attempts until Monday, when it was repeated.

The grapnel caught again late in the afternoon, and the work of pulling in was kept up all night.

This time the cable was raised a full mile from the bottom, and had the rope been strong enough it might have been brought on board; but again a swivel had given way. These experiments were fast using up the wire rope and every expedient had to be resorted to to piece it out and give it strength. Each shackle and swivel was made stronger and the forward capstan was made larger and stronger so it could be used if the picking up machinery gave out.

While preparing for the third attempt, the ship had been drifting about, sometimes to a distance of 30 or 40 miles, but the place where the cable lay had been marked by two buoys about 10 miles apart, each bearing a flag which could be seen at quite a distance.

Thursday morning the line was cast as before and after hours of drifting it was clear that the ship had passed over the cable without grappling it. The line was hauled in and the reason proved to be that one of the flukes had caught in the chain so that it could not strike its teeth into the bottom.

It was noon of Friday when the fourth effort was made and by 4 o'clock it had caught and the work of hauling in was recommenced.

Again the cable was lifted 800 fathoms when the rope broke, carrying down two miles of its own length and with it the hopes of the Atlantic telegraph for that year.

The expedition of 1865, though not an

immediate success, had the moral effect of a victory. The great experiment made during those four weeks at sea had demonstrated many points which were most important elements in the problem of ocean telegraphy.

The failure did not cause a lack of confidence in the enterprise. The feeling among the directors, and the English people generally, was far different from that felt on the return of the first expedition in 1858.

So animated were they with hope, and so sure of success the next time, that all felt that one cable was not enough. They must have two. And so it was decided to take measures, not only to raise the broken cable and complete it to Newfoundland, but also to construct and lay an entirely new one, so as to have a double line in operation the following summer.

The contractors, partaking of the general confidence, came forward promptly with a new offer even more liberal than that made before. They proposed to construct a new line and lay it across the Atlantic for a half million sterling, which was estimated to be the actual cost to them. If successful they were to receive 20 per cent on the cost, or 100,000 pounds, to be paid in shares of the company. They would engage also to go to sea fully prepared to raise the broken end of the cable then in midocean and with a sufficient length, including that on board the "Great Eastern," to complete the line to Newfoundland, and thus have two cables instead of one.

In this offer the contractors assumed a very large risk.

Later the contractors offered to go ahead with the work if the capital was not forthcoming. They agreed to lay the line and take their pay in the stock of the company. It was finally resolved to raise £600,000 of new capital by the issue of 120,000 shares of five pounds each, which would be preferential shares entitled to a dividend of 12 per cent. This was offering a very substantial inducement to the public to take part in the enterprise. The proposal of the contractors was accepted by the directors and orders given for the building of second cable.

Thus hopeful was the state of affairs when Mr. Field returned to America in September, 1865. But he was never easy out of sight of his beloved cable, and three months later he went back to London.

The new cable was but little changed from that of the year before. Experience, however, was constantly suggesting improvements and while the general form and size were retained, a slight change in the outer covering was found to make the cable both lighter and stronger. The

iron wires were galvanized, which secured them perfectly from rust or corrosion by salt water.

The machinery for picking up the cable was perfect in every part. The paying out machinery was so arranged that the cable could be pulled back on the boat without waiting for the tedious process of bringing the cable around from the stern to the bow of the ship.

The new cable was manufactured at the rate of 20 miles a day, and as fast as delivered and found perfect, was coiled on board.

When the "Great Eastern" was ready for her second trial she had on board 2,400 miles. Of this 748 miles were a part of the cable left from the last expedition. The tanks with the cables weighed 5,000 tons. She also had 8,500 tons of coal, and 500 tons of telegraph supplies, making a total of 14,000 tons, not figuring weight of machinery, crew, etc.

The time for departure had been fixed for the last day of June, and so admirably had been the arrangements that exactly at 12 o'clock of the date given the great ship loosened from her moorings and began to move. In four or five days she had passed down the Irish coast and anchored in the harbor of Berehaven where she was joined by the other vessels of the fleet.

The telegraph squadron was not the same as the year before. The Government could spare but a single ship. "The Terrible," which represented the majesty of England on the other occasion, was ordered to accompany the "Great Eastern" on this her second effort. The "William Covey," a vessel of 2,000 tons, bore the ponderous shore end which was to be laid out 30 miles from the Irish coast, and arrived in the harbor of Valentia on the morning of Saturday, the 7th day of July, 1866. The shore end was of extra large size and weighed 20 tons to the miles. It was the largest by far of anything that had been built in the cable line up to that time.

Same as the year before, the shore end was to be brought off on a bridge of boats reaching from the ship to the foot of the cliff.

There were 40 small fishermen's boats brought into service, making a long pontoon bridge.

All went well and by 1 o'clock the shore end was landed.

The "William Covey" then slowly drew off to sea and at 3 o'clock the following morning she telegraphed through the cable that her work was done, the cable being buoyed in 100 fathoms of water, where it was in readiness to be spliced to that on board the "Great Eastern."

Railroad Gleanings

Industrial Accidents.

Between 30,000 and 35,000 workmen lose their lives in accidents in the course of their employment in this country during a year. Census reports covering the years 1900 to 1906 show that out of over 1,000,000 deaths of males, more than 9 per cent were due to accident. A large proportion of these deaths are due to causes more or less related to the occupations of the injured persons. Accidents fall into five general groups, viz., factories and workshops; electrical industries, mines and quarries, transportation by rail, and transportation by water. Among nut and bolt workers in Pennsylvania the returns of the chief factory inspector show the fatal accident rate during ten years to have been 5.4 per 1,000, and in miscellaneous steel and iron work 4.3 per 1,000. According to the industrial insurance experience the fatal accident rate of electricians and of electric linemen is excessive. Of 645 deaths of electricians 14.7 per cent, and of 240 deaths of linemen 46.7 per cent were due to accidents.

In the anthracite mines of Pennsylvania the State inspectors have found that during 10 years there have averaged annually 3.18 fatal accidents for every 1,000 men employed, and the rate is even higher than this for certain specific occupations in the mines. That this is excessive is shown by comparison with the death rate from accident of 1.29 per 1,000 in the British coal mines. The reports of the Interstate Commerce Commission have shown that during 10 years 16,363 railway trainmen lost their lives in accidents. This is equivalent to 7.46 deaths per 1,000 employees. Of 505 deaths of sailors occurring in the experience of an industrial insurance company, 17.6 per cent were due to accidents.

The possibilities for successful accident prevention have been clearly demonstrated in the experience of foreign countries. Granting that the underlying conditions in European countries are often quite different, and that many of

our industrial accidents may be the result of ignorance, reckless indifference or carelessness, the fact remains that an immense amount of human life is wasted. If the accident liability of employees in coal mines in the United States were reduced from 3.10 per 1,000 to 1.29 per 1,000, the annual saving in human life would be 915. If the rate of casualties of railway employees in this country were reduced from 2.50 per 1,000, which was the average annual rate for 1897-1906, to 0.98 per 1,000, the average for the German Empire for the same period, the annual saving would be 1,735 valuable human lives. —*Bulletin 78, Department of Commerce and Labor, Railway Age-Gazette.*

Publicity for Accidents, Pennsylvania R. R.

The Pennsylvania Railroad is sending a notice to the press relative to the company's method of making public details of accidents. The circular states that it is the policy of the Pennsylvania Railroad system to give to the public, through the newspapers, prompt and accurate information concerning any accidents which may occur on its lines. Whenever an accident happens, a statement giving all essential facts will be made public by the company at its general offices, either Philadelphia or Pittsburg, according to whether the wreck is on the lines east or west of Pittsburg. Such statements will also be given out at offices of division superintendents, where inquiry is likely to be made. Correspondents and editors of newspapers at intermediate points can obtain information by communicating with the nearest superintendent's office or the general offices. The following is the balance of the circular: "It must be obvious that upon occasions of wrecks it is impracticable for miscellaneous employees to give out information. They have specific duties to perform in caring for the passengers and reopening the line for traffic. As their duties are concerned with only certain features of the situation, they are not in position to know the full facts. They are required, however, to report to their superior officers all the

facts which may come under their immediate observation. All the information is then assembled and reported to the company immediately and by the company made public. The management of this company realizes that upon occasions of accident, it is of the greatest importance that the number and names of any who may be injured should be made known immediately. This is all the more urgent as a means of relieving the anxiety of the families and friends of passengers who may be on the train. The railroad company is, of course, in the best position to obtain this information, and the newspapers may be assured that the company will make public such information as it can obtain, freely and fully. It should be understood that there are many phases of accidents, especially regarding their causes, the facts of which can not be ascertained even by the railroad company until after considerable investigation and inquiry. The company will, however, give prompt publicity to all known facts. The support of the newspapers is necessary in order to secure accuracy in the published reports of accidents. The end to be achieved is so eminently desirable, from the points of view of the public, the press, and the company, that it is believed that the papers may be relied upon to instruct their representatives to co-operate with the railroad company in seeing to it that facts only are printed."—*The Railway and Engineering Review*.

Development of Railways.

Notwithstanding stock watering and other injustices at which the public conscience chafes, it must be admitted that under incentive to private gain remarkable railroad construction has resulted, far beyond anything that could have been effected by socialistic policies.

Thus national development has been swifter since the railroad has gone ahead of the pioneer settler, especially in the vast domains beyond the Mississippi river. In 1828 this country had but three miles of railroad tracks. At the outbreak of the Civil war there were but 9,800 miles.

Mileage then grew by decades as follows: Fifty thousand miles in 1870; 82,000 in 1880; 163,000 in 1890, almost a gain of 100 per cent; 193,345 in 1900, and in June of 1906 there were 224,363 miles.

The total capital stock in 1880 was \$2,395,647,283, while in 1906 the capital stock rose to \$7,106,408,976. Net earnings rose from \$255,557,555 in 1880 to \$790,187,712 in 1906.

Nowhere in the world is there such common use of railroad facilities as in the United States. The total number of passengers in 1906 was 25,167,240,813. The United States and Germany are credited with the best railroads.

When it is remembered that older European countries have limited territory to cover compared with the United States, the extent and efficiency of the American railroads are the marvel of the world.

Railwaymen's Day at Seattle.

The management of the Alaska-Yukon-Pacific exposition has set aside Saturday, July 3, 1909, as Railwaymen's Day, and will make a special feature of the occasion. An extra appropriation has been assigned by the exposition for the purpose of promoting interest in the different events which will take place on the date mentioned. A temporary organization has been effected by railway men in Pacific Coast territory to work in conjunction with the exposition management in making the day one of unusual interest. This is the A. Y. P. Railwaymen's Day Association, headquarters, King Street Station, Seattle, Wash., of which F. W. Parker is president. The program as now constructed provides for several interesting features, which include an elaborate parade commemorating the progress of transportation. Other events include track and chariot races, band concerts, grand display of fireworks, flight of aeroplanes, and other exciting features. Arrangements have been made with the different railroads and steamship companies for special rates during ten days, ending July 10.—*Railway and Engineering Review*.

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CHARLES H. SALMONS, - Editor and Manager

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Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Statutes. Also all orders for Subdivision supplies.

Advertising Department.

All correspondence relating to advertising in this JOURNAL should be addressed to W. N. GARZA, 409 Garfield Building, Cleveland, O.



JULY, 1909.

International Memorial Service.

The memorial service in our Subdivisions in honor of our deceased members when we pay tribute to their memory as valued fellow-workers and exemplary citizens, mingling with our eulogy music that softens the heart and strew God's beautiful flowers on their final resting places, will commend itself to all in or out of the Order who would keep green the memory of our deserving departed Brothers.

It has become an international day, our law prescribing that "the second Sunday in June, each year, shall be observed as an International Memorial Day."

We know that very many Subdivisions have honored their dead on this day, some of them in a very elaborate manner, and we hope all have in a greater or less degree, for the custom is exceedingly commendable if only in the light of thought that goes back of the grave to

the living followship of the past. The other feature is the social sympathetic thought of the present, bringing us nearer to each other, elevating and cementing us into one common interest beneficial to the individual member; and every strengthened personal tie strengthens the B. of L. E. as a concrete whole.

Hence, we hope that every one of our 780 Subdivisions has held some kind of memorial service in honor of those gone before, and this brings us to a feature of grave import to the JOURNAL and its Editor. Four reports of these commendable meetings are now on the Editor's desk, two of which include a sermon, and we will use one of these, which would require four pages of the JOURNAL, as an illustration. If 30 Subdivisions sent in a like amount it would require all the space in the JOURNAL, to the exclusion of all other matter. If the 780 Subdivisions should each send in 10 lines of matter it would require 15 pages of space; and if there were 15 pages on one subject—what of the reader? Would it get a reading?

Some of these memorial services are attended by several ministers, one from each denomination, and if space is given for what one says, space should be given to all, and this follows if there are several speakers, whoever they may be; and our purpose in writing this is to point out the impossibility of giving lengthy articles on memorial services space in the JOURNAL, unless it is strung along for months.

We desire to treat all alike—one in, all in—one condensed to space at our disposal, all condensed—and we are convinced what would be better would be to publish none at all; but we will do our best to give some space, hoping each correspondent will believe we are doing the best we can by him.

We say this because many are inclined to complain if all they send in is not inserted.

The obituary resolutions, letters and poems were ruled out and the obituary column established from necessity, and the memorial subject will have to be condensed into a paragraph, or its volume

will eventually exclude the whole subject.

It is a national day set apart for a most commendable service. Let us all make the day memorable in our own town and home, and we believe the best course would be to let one paragraph tell the story for all.

"The second Sunday in June was Memorial Day, and was observed by every one of the 780 Subdivisions of the Order."

Impostors.

We are in receipt of a traveling card originally issued by Subdivision 432, Avondale, Ala. The card was taken up by a member of Div. 196, McComb, Miss., and Brother Fordish, C. E. of Div. 196, wired Brother Garrett, C. E. of Div. 432, who replied that they had no such member as J. K. Donley, and Brother Fuqua, S. A. E. of Div. 196, forwarded it to the JOURNAL. The card was issued the second day of some month, 1909; name and date scratched off on both sides of card, and month scratched and 6th month substituted; the number of years of experience evidently increased and the name of the road scratched and I. C. substituted.

The name J. K. Donley represents the man's own signature, but on the face side it is spelled "Donley," and evidently not the man's name at all.

This man is described as about 48 years old, 5 feet 7 inches tall, light blue eyes, hair quite gray, and clean shaven, and is said to have worked in the Southern States and ought to be identified by some one.

Of course, a card as bunglingly fixed as this one ought not fool anyone, but it bears evidence that a fraud is trying to pose as a member of the B. of L. E., and every effort should be made to show the man up in his true colors.

No Places Open for Engineers in Canada.

We are informed that a large number of both engine and train service men are arriving in Winnipeg, Manitoba, Canada, looking for work, evidently induced by employment agencies employed by some one hiding his identity, and are trying

to flood the country with stranded men in hopes to use them in case justice is demanded by the Canadian employees.

There are men enough in Canada to supply all the demands for place in train service, and members of each of the four Orders should keep away from Canada, at least until they have written some representative of their own Order located where they are told men are wanted, before they go into a field in which there is little likelihood of getting work unless there is a strike to make place for them; and we do not believe there are many who desire to become strike-breakers.

So, we advise our members in particular not to be influenced by what these agents may say. They cannot be telling the truth in inducing men to go to Canada, because we are informed by men in official place in the B. of L. E. that there are no places open and not likely to be.

We would be pleased if some member of the B. of L. E. who has been induced to go will write the Editor telling what inducements were offered.

Books Received.

The Westinghouse E. T. (Engineer and Tender) Air-Brake instruction pocket book. Complete in illustration, details and explanation of the Westinghouse Equipment, with every conceivable question answered, by W. W. Wood. Published by Norman W. Henley, 123 Nassau st., New York. Price \$2.00.

Links.

MEMBERS of the B. of L. E. in particular, and men in all departments in train service, should not be deceived by anyone who tries to induce them to go to Canada for work.

THE annual union meeting of Canadian Divisions will be held at Hamilton, Ontario, Canada, on July 27, 28 and 29, to which all members of our Order, wherever located, are cordially invited.

A partial description of Hamilton will be found in the Literary Department of this number.

The headquarters will be the Royal

Hotel; rates from \$2.50 to \$3.50, which are \$1 less than regular. There are at least 60 other hotels with rates from \$1.50 per day up; plenty of houses with furnished rooms and lots of restaurants.

Transportation will be issued as usual by applying through operating official of road where applicant is employed.

Hamilton is a city of 75,000, beautifully situated on Burlington Bay at the extreme west end of Lake Ontario, and in front of a mountain. It is especially a manufacturing city; has over 200 factories. I might say the Canadian branch of the Westinghouse is here and everything pertaining to the brake and electric motors is made. They have 80 car lengths equipped with E T, and are only too pleased to show and instruct everyone. This should be an attraction to our Brothers. There are other factories well worth visiting.

The Brothers of Div. 133 will try to the best of their power to give everyone a good time and also hope the meeting will be instructive as well. Further particu-

lars about the union meeting may be obtained by writing to W. F. BAINES, Cor. Sec'y, 288 Bay St. North, Hamilton, Ont., Can.

SUBDIVISION 460 desires to announce the promotion of Bro. Edward Nolan to the position of traveling engineer of the C., P. & S. L. Ry., with headquarters at Springfield, Ill.

Division 460 feels that we have the right man for the position, who will always do what is just and fair to all parties.

Fraternally yours,
F. M. SHIELD, F. A. E. Div. 461.

BRO. J. H. DE SALIS of Subdivision 288, E. Syracuse, N. Y., has been appointed road foreman of engines on the western division of the N. Y. C., with headquarters at East Syracuse, N. Y.

Brother De Salis had not been with our company a great while before his ability was recognized and he was appointed traveling fireman, which position he held until he was promoted to engineer. As soon as he became eligible he joined Sub-



Union Meeting in Savannah, Ga., in August, 1909.

M. K. HELMY, G. F. CUBBEDGE, J. B. GAUDRY, J. F. FROST, E. T. COURTNEY.
Members of Div. 460, Savannah, Ga., who attended the union meeting at San Antonio, in the interest of a union meeting to be held in Savannah in August, to which all are cordially invited. Further particulars will be given. Fraternally yours, JOHN B. GAUDRY, 218 W. 40th street, Savannah, Ga.

division 288, and at their last election was elected F. A. E. and insurance secretary. He also represented his Subdivision at our last convention. Brother De Salis, by his consistent work as an engineer, has proven to the officials that he has the capacity to handle increased responsibility, therefore they appointed him to the important position that he now holds.

The members of Subdivision 288 regret very much to lose Bro. De Salis as F. A. and Insurance Secretary, but feel greatly honored that one of their number has been taken and wish him success in his new position. Fraternally yours,

J. M. WATSON, G. C. N. Y. C. System.

SUBDIVISION 782 ORGANIZED. — The writer, having authority, went to Knoxville, Tenn., with charter to organize Subdivision 782. The Division opened at 1 o'clock p. m. under the supervision of Etowah Div. 547. We had a very large attendance, 69 registered and I guess some got away without registering. There were 49 admitted to the new Division by transfer cards and two by initiation, making a total of 51.

Several nice talks for the good of the Order were made and Col. A. B. Bayless, superintendent A. D. of L. & N. R. R., was admitted during recess and entertained the engineers and G. I. A. ladies, as he is so capable of doing, with a talk for the good of all present.

Refreshments were served by the G. I. A. ladies of Div. 71, and everybody was abundantly fed, and all enjoyed the delicious dishes prepared by the ladies; after which Bro. Trainum, C. E. Div. 239, Knoxville, presented the new Subdivision with a pair of gavels made by a Brother whose name I cannot recall. The gavels were made with his pocket knife and I doubt if a silver service could have been appreciated more by Div. 782.

Bro. Trainum's talk was very impressive in presenting the gavels, and he begged that the members of 782 would always respect and respond to the sound of the gavel.

We wish to thank Bro. Trainum for his assistance in organizing Div. 782, and think Div. 239 is very fortunate in hav-

ing such a leader to direct the affairs of the Division.

There were members from Divs. 239, 547, 463, B. of L. E., and including the ladies of G. I. A. Div. 71, there were about 100 persons present, and I never saw a more brotherly set of engineers nor a more sociable set of Sisters than Divs. 239 and 71; and I would like to say to all of you that wish to enjoy yourselves and be treated well — go to Divs. 239 and 71, and you will not be disappointed.

Everyone present wished the new Division Godspeed, and with so many well-wishers and the material of which the new Division is made, it would seem impossible for it to go wrong.

Subdivision 547 extends the right hand of fellowship to the Brothers of our new Division, and will at all times co-operate with them for the promotion of the welfare and interest of our organization.

Brother Farrar, the C. E., is the oldest engineer on the K. D., and I am sure he will fulfill the prophecy of his many friends, and fill the duties of the office with square dealings and just treatment to all.

Brother Hoskins, a member of the Legislative Board of Tennessee, was present and made a nice talk for the Order and the promotion of our organization at large.

The ceremonies of installation of officers was performed with Brother Berry, of Div. 239, as master of ceremonies; and we would also thank Brother Bishop, F. A. E. 239, for his assistance in the work, and also all of the members of 239.

We feel that a monument has been set up in this new organization that will stand long after our time in this life, and we trust that it will be a power in this part of God's moral vineyard for good, and trust the actions of its officers and members will be guided by the Golden Rule, and that it will prosper and grow until it will be second to none as a subordinate Division in this organization.

G. W. EVANS,

C. E. Div. 547, Organizer.

A JOINT meeting was held in New London, Conn., on May 23d, 1909, by Div.

348, B. of L. E. and Lodge 608, B. of L. F. & E., for the purpose of creating more friendly relations between the two organizations, and it was a grand success, there being present about 125 engineers and firemen. Everyone expressed his opinion just as he thought, and the meeting was harmonious all through; and as everyone felt that we had made this meeting a success, it was decided to hold another meeting and send invitations to all the lodges and divisions on the N. Y., N. H. & H. and C. V. systems.

It is the intention of the committee to have a Grand Officer from each organization present so we may hear some of the good things they have and lead us in the right path, as everyone here is ready to move that way for the good of the two organizations.

Fraternally yours,
M. J. MCNAMARA, Div. 348.

PERCY R. WOOLLEY, of Roselle, N. J., the fireman on the Baltimore & Ohio fast line train who saved his train from being wrecked at Hamilton, on April 24, when, after his engineer had been killed and the cab of the locomotive ripped off by a broken driving rod he crawled over the tank and disconnected the air brakes, stopping the train, was summoned before the directors and officers of the railroad, May 24, in New York.

Fireman Woolley had no idea what he was wanted for, and after being ushered into the presence of the railroad men he was presented with a handsome gold watch for his bravery. W. G. Besler made the presentation speech. The watch bears the inscription, "Presented to Percy R. Woolley by the Central Railroad of New Jersey, in recognition of exemplary service at Hamilton, N. J., on April 24, 1909."—*Newark Star*.

SUBDIVISION 135, Jersey City, N. J., will give their first annual picnic and summer night festival on Tuesday, July 13, at Grand View Pavilion, Ogden avenue and Franklin street, Jersey City, and hope to have a large attendance and to renew old acquaintances, make new ones, and absorb the benefits that always

come with closer social touch in general, and with those whose interests run in similar channels in particular.

Subdivision 135 may look back on the progress of the past year with pride. The members have manifested splendid interest in the Division in their duties as engineers, and the benefits of the social feature, and from this interest comes a progressive committee on entertainment to promote social intercourse and gather a fund for charitable work, both commendable; and out of it comes the entertainment on the above date, and the committee and all members of Div. 135 hope to see a large attendance; each to be pleased with what we provide and by their presence encourage us in the good work.

Fraternally yours,
J. H. MALLON, Div. 135.

A UNION meeting was held on May 23d by the Subdivisions of the New Jersey Central system in Arcanum Hall, 265 Broad st., Elizabeth, N. J., under the auspices of Divisions 157 and 688, it being the second held at this point, and was a great success. Bro. W. S. Stone, G. C. E., was present.

The meeting was called to order by Bro. Chas. Schroll of Div. 157, who was elected chairman; Bro. O. Forner, of Div. 157, treasurer; and Bro. Geo. Squire of Div. 688, secretary; and the following Brothers were appointed: Bro. Geo. Cameron, Chaplain, and Bro. H. Klein as Guide.

Our Grand Chief gave some sound advice; also Bro. A. Kirkendall, C. G. C. of A. of the Central system, and General Committee of the R. & R. system, and Local Committee of the L. V. R. R., located at Jersey City. All gave some of their experiences.

There were two sessions—one at 10:30 a. m., and one at 2:30 p. m. The object of the meeting was to discuss classification; also, to better our condition in general all over the system; and to create a better feeling among the Brothers, get better acquainted, and every Brother was well pleased, as there was perfect harmony among all the Brothers.

After 1:30 p. m. there was an ample repast served to which every Brother did

ample justice, and all commended, and great credit was due and extended to the Brothers of Div. 688 for such a fine repast. After dinner was over there were several boxes of cigars handed around and the Brothers enjoyed them very much.

The following Divisions were well represented: Divisions 157, 688, 608, 30, 337, 257 and 272. HENRY KLEIN, Div. 157.

ON May 30, 1909, the members of the B. of L. E. on the P. R. R. lines east of Pittsburgh and Erie, attended a Fifth Sunday meeting at Atlantic City, N. J., conducted by West Jersey division 387.

There was an open meeting in the morning which was addressed by the mayor of the town, Assistant Grand Chief H. Wills, J. F. Currie, and many of the other Brothers.

In the afternoon the ladies had a hall of their own and the Brothers held a secret meeting, which was very well attended, considering the pleasant day and the world-renowned board walk with its ever-changing attractions.

The meeting was called to order by Bro. C. H. Brenn, Chief of Div. 387, and after the officers had been selected the meeting was addressed at some length by Bro. H. Wills, Assistant Grand Chief, who gave us a very interesting and instructive talk on the things of most vital importance that are transpiring at the present time on the railroads of the country.

There was quite a delegation of the N. Y., N. H. & H. Brothers there, headed by Bro. F. S. Evans, General Chairman of that system, who enlightened us to quite an extent on the electric question.

Many points of interest were brought out and discussed by the Brothers and everyone seemed to have a good time.

There were 306 Brothers who signed the register. It was decided to hold the next fifth Sunday meeting at Elmira, N. Y., on the 29th of August.

J. C. SHREVE, Secretary.

AT our regular meeting of Subdivision 778, held on May 9th, Mrs. W. W. Hill, widow of our beloved deceased Brother, W. W. Hill, presented our new Subdivision with a very beautifully illustrated and

engraved Holy Bible, for which our membership are duly grateful, and express their appreciation in their letter presented by their committee, which was appointed by the C. E. to reply to Mrs. W. W. Hill's letter accompanying the Holy Bible.

The following is a copy of her letter: "To the Officers and Members of W. W. Hill Subdivision 778.

Dear Sirs:

I wish to express my appreciation of the honor which you have shown my deceased husband in naming your new Division after him.

I wish you much success and prosperity in your new Subdivision, and trust you will accept the accompanying gift.

Sincerely yours,

MRS. LOUISA E. HILL.

April 16, 1909."

"DES MOINES, Ia., May 16, 1909.

Mrs. W. W. Hill,

Dear Madam: The members of the W. W. Hill Subdivision 778, Brotherhood of Locomotive Engineers, desire to express their thanks and appreciation for the beautiful Bible that you so kindly presented the Division as a token of esteem and honor for the naming of Division 778 in behalf of your late husband. It is the sincere wish that the name of Division 778 will always be as spotless and untarnished as the character of the Brother after whom it is named; and, furthermore, that you may never have cause to regret that we have erected this monument to the memory of Mr. Hill, in the directory of the Grand International Brotherhood of Locomotive Engineers.

J. E. PLATNER,

E. STEVENS,

GEO. KELLEY,
Committee."

We are striving to do our duty to the Order and each other, and if we do this conscientiously, I am sure we will succeed.

Yours fraternally,

W. J. MORRIS, C. E. Div. 778.

ON the evening of May 20, 1909, Div. 522, Chicago, O., gave a ball and supper—not one supper, but two; one from 6 p. m. to 8 p. m., and one from 11 p. m. until 12 m. Just think of such a net of

loyal Sisters as that behind a Division; they seem to be equal to anything that comes along; and such a supper as they served! It would make some of those large hotel bills of fare take to the woods. I am not going to itemize the different dishes, but I will say that I never in all my experience saw anything to surpass it, and I voice the sentiments of all the Brothers and the general public. The only comment I heard was they could not see how they could serve such a supper for the price. Well, Brothers, we know how they do it and so do

of L. E., and Div. 192 Ladies' Auxiliary.

I again wish to commend the Sisters for the loyal support they gave the Brothers. It will ever be a bright spot in the history of Div. 522. So, Sisters, we will Godspeed you on your way in life and hope it will be as successful and pleasant as was our supper and ball. We hope to have more of the same kind in the future.

We cannot give too great praise to our committee in charge of the entertainment. It was composed of the following Brothers: D. C. Smith, chairman. Geo.



B. OF L. E. ENTERTAINMENT COMMITTEE, BOSTON, MASS.

the good Sisters. It is by planning and hard work on their part.

Our dance was a complete success in every respect and came when it was needed badly in a financial way. After paying all expenses we had nearly \$100 to the good. There was not a hitch of any kind in the whole evening's entertainment.

Both our halls were beautifully decorated, thanks to the Sisters who oversaw that part, and there was nothing lacking. We were accorded the hearty co-operation of the citizens of Chicago and vicinity, and we take this method to thank them in the name of Div. 522, B.

E. Thomas and Chas. Crawford. They certainly handled it masterly.

Fraternally yours,
ONE WHO WAS PRESENT.

THE Order of Railroad Conductors held their convention in Boston in May, and the New England Divisions of the B. of L. E. and G. I. A. gave them a royal reception on May 12th. Soon after it was known that their next convention would meet in Boston a movement was started to arrange ways and means to entertain them, and nearly all the Divisions joined heartily in the work, resulting in a committee composed of members from the

following Divisions: 40, 61, 63, 64, 77, 106, 191, 205, 312, 335, 439, 483 and, 163, 330, 446, 572, 588, 607 and 691 being too far away from Boston, were represented on the committee by proxy. All of the committee were not present.

Top row, beginning at left: Ashton D. Ross, Fitchburg Div. 191; W. G. Squires, Hartford Div. 205; J. W. Mead, Springfield Div. 63; F. E. West, Boston Div. 312; C. H. Straw, Concord, N. H., Div. 335; I. A. Turner, Bangor Div. 508; G. H. Bachelder, Boston Div. 61.

Second row: C. E. Isham, Bellows Falls Div. 106; S. E. Doten, Portland Div. 40; F. B. Gates, New Haven Div. 77; A. J. Desoe, Worcester Div. 64; S. Bisbee and W. L. Lancaster, Boston Div. 439; H. F. Clarkson, Nashua, N. H., Div. 483.

Third row: A. H. Bourne, Boston Div. 439; W. J. Putnam, Boston Div. 61; W. T. Palmer, Boston Div. 312; W. A. Kempton, W. F. Bucknam and G. H. Davis, Boston Div. 61; T. W. Whicher, Boston Div. 312.

Other members of the committee not in the picture were Geo. E. Lapham, Providence Div. 57; W. A. Rosebrook, Boston Div. 312; W. S. Hutchins, Greenfield Div. 112, and W. E. Sweeney, Rutland Div. 347.

Bro. W. A. Kempton, Boston, was chosen general chairman; J. W. Mead, Springfield, vice chairman; W. F. Bucknam, Stoneham, Mass., secretary; A. H. Bourne, Allston, Mass, treasurer; and the various committees were appointed to cover all phases of the entertainment, and each committee did itself credit in the splendid accomplishments.

The convention began on Tuesday, May 11th, and, Wednesday being an open date, our committee availed of it to give the contemplated entertainment and selected the great Mechanics' Hall as the place, and the Talbot and Paul Revere Halls were opened early in the morning for a reception to all visitors. Pleasant drinks were provided and a band furnished music for a dancing party in Talbot Hall, while a vaudeville entertainment was on in the Paul Revere Hall, with nearly every seat taken; and every one seemed pleased with the entertainment of their choice,

and the halls kept well filled until time to close for the evening's program.

At 8 o'clock p. m. the grand hall of the Mechanics' Building was opened and the Grand Officers, delegates and families and visitors of the O. R. C., the members of the B. of L. E. committee, and wives, members of the Order, and members of the G. I. A. to the B. of L. E., to the number of over 1600, sat down to a banquet prepared by Caterer Whittemore, with 100 waiters. The menu covered too many courses to be given here, but it is safe to say that as a whole it was the grandest festivity ever held in Mechanics' Hall.

After the last course of the banquet had lost its attractive interest, Assistant Grand Chief H. E. Wills being present was called upon and made some very pleasing remarks, in which he paid a splendid tribute to the O. R. C. He was followed by President A. B. Garretson of the O. R. C., who paid a very high compliment to the committee who had arranged such an enjoyable entertainment in honor of the delegates, and a high tribute to the B. of L. E. as an organization.

Mr. John H. Parant, Massachusetts Inspector of Railroads, who was a delegate to the previous O. R. C. Convention, and by his eloquence won the convention for Boston, made some very pleasant remarks and was followed by Bro. Dennis McCarthy, of Providence, R. I., who is a good speaker.

The Mayor of Boston being absent from the city, was represented by the chairman of the Board of Aldermen, and paid a high compliment to all the factors composing our great company of railroad employees.

During the whole evening Brigham's Orchestra, stationed in the balcony, gave many beautiful instrumental selections interspersed with songs by excellent talent, which added much to the entertainment of the evening, which had been so pleasing to the participants that they tarried into the morning hours and took away with them lasting pleasant memories of May 12, 1909.

Fraternally yours,
W. F. BUCKNAM, Secretary.

DIVISION 172, Schenectady, N. Y., gave a banquet complimentary to the members of Div. 198, G. I. A. to the B. of L. E., on April 14, to reciprocate in a measure the many favors received at their hands at various times since they have been organized.

A more jolly and happy lot of men and women never congregated than assembled at this banquet. The 165 people present were all more or less identified with Brotherhood affairs and railroad interests, and all vied with each other to make the occasion a happy one.

The banquet hall was appropriately decorated with flags and banners, and an orchestra of seven pieces furnished the music under the direction of Mr. Matt Malloy.

When all were seated at the tables, Brother Whamer, our Chief Engineer, said:

"Ladies and gentlemen, Sisters and Brothers, I take this opportunity to extend to you all a most royal and cordial welcome to the festivities of the evening. The freedom of this hotel is yours and, if need be, the city as well."

The dinner over, the Chief Engineer introduced the toastmaster for the evening, Bro. Henry A. Miller.

When the toastmaster arose and introduced Bro. Joe Watson as the first speaker.

Brother Watson reviewed the history of the organization. His remarks were very interesting and well received. His reference to the anniversary of the Brotherhood and the name of P. M. Arthur, the grand old man connected therewith, were received with applause.

Brother Flannery was next called upon. His remarks referred mainly to the intricacy of law and how he found the lawmakers at the capitol during the session of the legislature.

Brother Eddie McCarty gave some interesting facts relative to the Ladies' Auxiliary. He said that he was somewhat handicapped on account of the Mrs. failing to reveal the secrets of the inner circle.

Brother Whish, Chairman of the New York State Legislative Board, was called

upon to give some historical facts of the Brotherhood in the state of New York, and the aims and objects of a legislative board.

Bro. George W. Wrightson was next called upon, and gave a history of his personal experience in 50 years of railroading on the New York Central and West Shore Railroads. Brother Wrightson is one of the oldest engineers in the service.

Brother Carroll of Div. 46 gave a very interesting talk, speaking in very complimentary terms of the social side of Div. 172. Brother Carroll is a past Chief Engineer of Div. 46, and was formerly Chairman of the G. C. of A., New York Central system, and served for many years on that committee.

Remarks were also made by Brothers Gill, Stark, Miller, Lowndes, Berger, Trimble, Ryan and Myers, all speaking in complimentary terms of the efforts made by the members of Div. 172 to bring about a better acquaintanceship among engineers and railroad men, thereby solidifying the ranks of the Brotherhood.

The following was an amusing feature of the entertainment:

F. L. Spear drew several crayon landscapes, including portraits of our Chief, Chris Whamer, and past Chief, Hank Miller; A. L. Atkinson was humorous in his character sketches; Frank Breymer sang several humorous selections and Walter H. Reed's recitations and impersonations were all well received.

The feature of the evening was the storytelling of Bill Calo. One in particular was a hummer. He said that years ago when he was railroading in the far West something happened that was a surprise to all, but was nevertheless, true. An engineer drawing seven passenger coaches, and running at a speed of 50 miles per hour, knocked out both forward cylinder heads, and notwithstanding this mishap, he brought his train in on time.

By request, Jimmie Gill sang his favorite song, "999," composed by a lover of that famous engine built years ago at the West Albany shops of the New York Central Railroad, and under

the supervision of Mr. James Buchanan, then master mechanic, built for the special purpose of drawing the Empire State express, then the fastest long distance train in the world. This engine, with four cars, attained a speed of 103½ miles per hour for a distance of ten miles on the Mohawk division, Thomas Dormady being in charge as engineer.

The following prominent railroad men and out-of-town guests were present:

Mr. D. S. Kelly, assistant superintendent Susquehanna division, D. & H. R. R.; Mr. J. S. Delany, master mechanic at West Albany, N. Y., N. Y. C. & H. R. R.; Mr. Thomas Mahar, foreman engine house at Rensselaer; Mr. James Gill, road foreman Mohawk division, N. Y. C. & H. R. R.; Mr. Chas. Stark, road foreman, Mohawk division, N. Y. C. & H. R. R.; Mr. James McMinn, engine dispatcher at Schenectady, N. Y.; Mr. J. M. Watson, chairman general committee of adjustment, N. Y. C. system; Mr. Chas. Whish, chairman state legislative board; Mr. M. Flannery, chairman executive committee, New York State legislative board; Mr. Eddie McCarthy, secretary general committee of adjustment, N. Y. C. system; Mr. Geo. W. Wrightson, secretary New York State legislative board; Mr. John Diehl, general foreman controller department, General Electric Co.; Mr. W. H. Knowles, foreman machine shop, controller department, General Electric Co.; Mr. George Wood, assistant general foreman, controller department, General Electric Co.; Mr. Henry Nicols, foreman experimental department, building 60, General Electric Co. Mrs. A. M. Carroll, Bro. A. M. Carroll, Miss Marguerite Hausman, Mr. and Mrs. James Gill, Mr. and Mrs. Thos. Stark of Albany, N. Y.; Mr. and Mrs. James Van Voast of Rensselaer, N. Y.; Mr. and Mrs. A. J. Lowndes, Mr. and Mrs. R. J. Lander, Mr. and Mrs. George Myers, Mr. Frank Myers of Saratoga, N. Y.; Bro. Wm. Swatling and daughter of Cohoes, N. Y.; Mr. John Hichman and wife of Little Falls, N. Y.; Mr. Wm. J. Teller, Mr. Ernest Berger and Mr. Fred Berger, retired engineers.

Letters of regret were read from Mr. F. H. Harrington, superintendent Mohawk Division, N. Y. C. & H. R. R. R., and Mr. A. J. McBain, assistant general superintendent of motive power, N. Y. C. & H. R. R. R.

The committee in charge consisted of Brothers C. Whamer, Howard Hathaway, Wm. Graper, Henry A. Miller, Fred Dunning, C. Rothmyer, Fred Brandt-horse, Wm. Ryan, and Henry Hoppman.

In closing permit me to say that when the sisters of Div. 198, G. I. A., and the Brothers of Div. 172, B. of L. E., make up their minds to carry through anything in the way of an entertainment they generally succeed. This was admirably exemplified by the banquet at the Vendome Hotel, and the man or woman who, as a participant, did not vote in approval must, indeed, be hard to please.

HENRY HOFFMAN.

SUNDAY, June the 13th, being the day set aside for this Brotherhood to pay their respects to our departed Brothers, Divisions 456, 557 and 331 united together and held one of the most impressive services ever held in this section. At 9:30 a. m. we held a secret meeting in the hall of 331, Portsmouth, Va., presided over by Bro. Burgess. Seventy-five engineers were in attendance and we all enjoyed the most interesting and instructive talks from Bros. A. M. Cousens, general chairman N. & W.; Green, general chairman A. C. L.; Parsons, general chairman S. A. L.; following these, Bro. Burgess's address held the meeting spell-bound for over an hour; he enlightened the Brothers along the lines of the strength and good work that is being done by this great Brotherhood all over this country. We regretted very much to have Brother Burgess bring his address to a close, but owing to an engagement we made for him to meet the general superintendent S. A. L. at 12 p. m., the meeting was turned over to Bro. Diggs, C. E. 331, and the Brothers enjoyed themselves for an hour. Bro. Henley read a poem that caused the Brothers to give vent to their feelings in a very appreciative manner. At 3 p. m.

we all met again and marched to the Orpheum theater, where the engineers, their wives, their children and their friends gathered in an immense throng to pay tribute to the memory of the engineers who have passed away. It was a notable assemblage, impressive with the exercises and noteworthy because of the interest displayed in the memorial.

Addresses eulogistic of the engineers were delivered by Rev. H. W. Davis, pastor of the Park View Baptist church, and F. A. Burgess, assistant grand chief of the Brotherhood of Locomotive Engineers. In an interesting vein Rev. Mr. Perryman delivered the charge to the engineers.

Divs. Nos. 331, 557 and 456 united in this tribute to their departed Brothers, joining ranks in the memorial to their memory.

One of the impressive features of the exercises, one that recalled memories of the past, was a recital of the roll of deceased engineers, which took place shortly after the exercises were opened at 3:30 o'clock.

Joseph Whittemore sang, "Lead, Kindly Light," and then the memorial sermon was delivered in impressive style by Rev. H. W. Davis, after which a quartet sang, "The Lord is My Shepherd."

Assistant Grand Chief F. A. Burgess, of the Brotherhood of Locomotive Engineers, was then introduced, and he delivered a masterly eulogy to the dead engineers, and incidentally reviewed the upbuilding of the organization, its work and its accomplishments.

After eulogizing the dead, Mr. Burgess referred to the home as the founding place of character, which is one of the principal bulwarks of the Brotherhood of Locomotive Engineers, he declared. "The upbuilding of character rests upon the home," he said, "the homes where character is first created. Give the homes all the credit for the creation of character, not only the homes of the engineers, but all."

Mr. Burgess gave a glowing account of the Brotherhood Insurance, pictured its beneficence to the widow and orphan and stated that its disbursements had reached,

\$20,000,000, and declared that the charity of the organization had reached \$1,500,000 and that \$60,000 a year was being paid to indigent members unable to support themselves, and in closing said, "Live up to the laws of your organization; take care of your wives, your children and your mothers, be true to your God and your country."

Rev. Mr. Perryman then delivered his charge, a most interesting discourse, interspersed with little recitals of his experience with engine drivers.

Miss Privott and Mr. Whittemore sang "O, Morning Land," in a highly pleasing manner, and the assemblage joined in the hymn, "God Be With You 'Til We Meet Again," and Rev. F. W. Kerfoot, pastor of the Port Norfolk Baptist church, pronounced the benediction and the memorial was at an end.

W. M. M., F. A. E. 331.

Div. 223 held its annual memorial service at the Alabama street Presbyterian Church, Selma, Ala., Sunday evening, June 13, and it was a grand success in every particular. The church was appropriately decorated with ferns and flowers, for which much credit is due the good Sisters of G. I. A. Div. 223. The service was begun by a short talk from Bro. J. W. Green, explaining the object of the service and introducing Rev. J. Thomas Eckford, who read a Scripture lesson, after which Rev. E. R. Bennett of the Second Baptist Church invoked Divine blessing.

Next came the roll-call of the deceased Brothers and Sisters, Bro. Frank Kelly, Bro. John C. Green, Bro. W. S. Perry, Bro. Richard R. Slaughter, Sister H. T. Preston, G. I. A. Div. 223.

The deceased Brothers were represented by four vases of white oleanders, while the deceased Sister was represented by a vase of pink of the same variety.

Several beautiful and appropriate songs were sung, the most impressive of which was a solo by Mrs. Bennet, "Life is Like a Mountain Railroad."

Brother Green then introduced Col. W. W. Quarles, who delivered one of the

most impressive addresses ever heard in this city, "The Duty and Dignity of Labor."

Div. 223 is doing very nicely, and manages to hold her head above water; the business is and has been very dull for the past two years, but we are trying to hold the men we have and divide up so that all can make a living, but it is a hard battle sometimes. Our Chief Engineer Bro. J. J. Thomas is a veteran of 51 years, and has been in the chair for the past 20 years; he is still faithful and seldom misses a meeting. He is 71 years of age and makes 196 miles per day. He has a record of 48 years on one passenger run. Bro. J. W. Green, our F. A. E., is unsurpassed by any. Though attendance is generally good, we have a few Brothers who we would like to see at meetings more regularly. I see few articles from Southern Divisions, and would like for them to say how they are getting along. Fraternally,

T. C. REMLEY, Div. 223.

SUBDIVISION 714, Charleston, W. Va., held memorial service on the second Sunday in June, which was well attended. Rev. Ernest Thompson, pastor of the First Presbyterian Church, delivered a masterly address, which pleased all his hearers. The singing was excellent, and all who attended felt that the memorial day service was exceedingly commendable and should be observed by every Subdivision. E. H., Div. 714.

GOVERNOR HADLEY rode for two hours in a railway locomotive recently to test the comparative merits of the headlights in present use with one which a bill now awaiting his signature would compel the railways to use. This looks very much like the practical work of a man who is not in the habit of addressing a small body which is in the habit of cheering statements which are not true—*St. Louis Globe-Democrat*.

"I COULD write many volumes on my experience in the hotels of the 'tank-towns' of the Middle West," recently observed a well-known actor, "but of these none would be more amusing than

an incident that occurred during my stay some years ago in a Western town.

"I, as well as other members of the company, had turned in at the principal hostelry, which, by the way, was dubbed 'The Occidental.' We retired at about midnight, after leaving a call for 5 o'clock, in order that we might catch a train at 5:30. Exactly on the stroke of five we were awakened by the landlord and his menials, who were yelling at the top of their voices: 'Everybody go to sleep again. The train's an hour an' a half late.'

Accordingly, with much grumbling, we turned over for another snooze. Just 90 minutes later we were aroused again in a similar fashion. But this time it was to receive this unique message:

"Everybody can sleep again, if they want to. The train's gone!"—*Lippincott's*.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

<i>Subdivision.</i>	<i>Subdivision.</i>
677—George Conley.	715—John R. Hope.

In order to settle an estate in which Bro. W. A. McMullen, ex-F. A. E. and C. E. of Div. 421 is interested, it is necessary to know the whereabouts of two cousins, Minnie Taylor and Irene Drushel, who have not been heard from for 20 years. Anyone knowing anything of them will confer a favor by addressing Mr. W. A. McMullen, 26 Otis Place, Buffalo, N. Y.

Wanted—To know the whereabouts of B. C. Walkinshaw, who when last heard from was running on the Cincinnati Southern Railroad. Kindly address Bro. Geo. Heffner, LaGrange, Ky.

Wanted—To know the whereabouts of Richard D. Drysdale, age 22 years, height 5 feet 9 inches, sandy hair, ruddy complexion. He was motorman on trolley cars in 1906-7 between Warren, O., and Newcastle, Pa., and wrote in July, 1907, that he was going to Chicago, and has not been heard from since that time. Kindly address Bro. W. D. Drysdale, Las Cascades, Canal Zone, Panama.

Traveling card and receipt belonging to Bro. C. L. Booth, member of Div. 148, have been lost. If found or presented for favors kindly take up and forward to Bro. R. M. Clark, F. A. E. Div. 148, 316 Broadway, McKees Rocks, Pa.

Bro. John T. Herbert, member of Div. 601, will hear something to his advantage if he will correspond with Bro. J. B. Hoffman, F. A. E. Div. 601, 5 Boltwood street, Jersey City, N. J.

Wanted—The address of Jas. W. Douglas, who was employed on the third division of the Erie Railway, 12 or 14 years ago. Kindly address Bro. Frank C. Pease, 62 Centre street, Dayton, O.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Toledo, O., May 26, suicide by shooting, Bro. Maurice Connell, member of Div. 1.

Jackson, Mich., May 20, Robert O'Connell, son of deceased Bro. M. O'Connell, member of Div. 2.

Tekonsha, Mich., May 15, Mrs. Margaret Ossenhelmer, mother of Bro. John Bentley, member of Div. 2.

Collinwood, O., May 17, suicide, Bro. E. M. Gunn, member of Div. 4.

Grand Rapids, Mich., May 8, apoplexy, Bro. Thos. McGuire, member of Div. 12.

Ft. Wayne, Ind., May 26, complication of diseases, Bro. Henry W. Kruse, member of Div. 12.

Ft. Wayne, Ind., May 16, struck by bridge, Bro. Henry Hamilton, member of Div. 12.

Rochester, N. Y., May 11, Bro. James Foley, member of Div. 18.

Highland Park, Ill., May 17, old age and dropsy, Bro. C. C. Jones, member of Div. 24.

Jamestown, N. Y., April 30, la grippe, Bro. J. W. Burns, member of Div. 43.

R'dley Park, Pa., June 2, Bro. G. W. Meyers, member of Div. 51.

Matamoras, Pa., May 25, complication of diseases, Bro. C. H. Robertson, member of Div. 54.

Waldwick, N. J., May 23, heart disease, Bro. Edwin F. Peters, member of Div. 54.

New York, N. Y., May 18, cerebral hemorrhage, Bro. Levi Linley, member of Div. 54.

Newark, Cal., May 8, struck by train, Bro. H. E. Fowler, member of Div. 56.

Rensselaer, N. Y., May 30, Bro. A. Nexsdorf, member of Div. 59.

Rensselaer, N. Y., May —, Mr. John Ward, father of Bro. Wm. Ward, member of Div. 59.

Manchester, N. H., May 21, old age, Bro. A. Quimby, member of Div. 61.

Milwaukee, Wis., June 7, Bro. Joel Ellis, member of Div. 66.

Reading, Pa., May 28, cardiac paralysis, Bro. Thos. J. Lambert, member of Div. 75.

New Haven, Conn., June 3, diabetes and pneumonia, Bro. Horace N. Bowman, member of Div. 77.

Peoria, Ill., May 28, old age, Bro. Henry Teal, member of Div. 92.

Marquette, Mich., June 8, Bro. Wm. H. Green, member of Div. 94.

Rahway, N. J., June 2, Bright's disease, Bro. Enos W. Cubberley, member of Div. 109.

Port Huron, Mich., June 5, Bro. Robert Martin, member of Div. 122.

Pana, Ill., May 12, Bright's disease and diabetes, Mrs. Wm. Brunton, wife of Bro. Wm. Brunton, member of Div. 127.

Susquehanna, Pa., May 29, dropsy, Bro. John O'Neill, member of Div. 137.

Birmingham, Ala., May 3, hemorrhage of the brain, Bro. F. B. Lindsay, member of Div. 156.

Washington, D. C., May 15, Bright's disease, Bro. J. P. Carter, member of Div. 160.

Syracuse, N. Y., May 6, blood poison, Bro. A. Stoutenger, member of Div. 169.

Hackettstown, N. J., June 6, general debility, Bro. Geo. W. Huff, member of Div. 171.

Denton, Tex., May 11, killed by engine turning over, Bro. Wm. Frazier, member of Div. 177.

Stuart, Ia., June 7, paralysis and stomach trouble, Bro. Thos. Holmes, member of Div. 184.

Fitchburg, Mass., May 21, heart failure, Bro. Rufus C. Hawkins, member of Div. 191.

Salida, Colo., May 24, pneumonia, Bro. J. H. Collier, member of Div. 199.

Salt Lake City, Utah, May 18, run over by engine, Bro. C. A. Standrod, member of Div. 222.

Clayton, N. Y., June 7, Bro. Dennis Kaley, member of Div. 227.

Norwood, N. Y., May 14, consumption of the bowels, Bro. P. McNiff, member of Div. 227.

Chicago, Ill., May 27, fatty degeneration of the heart, Bro. John A. Bauerselen, member of Div. 231.

Portland, Ore., May 27, Bro. P. H. Boyle, member of Div. 236.

Fort Scott, Kans., May 9, washout, Bro. Chas. D. Hanes, member of Div. 237.

Dudley, Wash., May 17, collision, Bro. Wm. H. Dale, member of Div. 238.

Dallas, Tex., May 7, Bright's disease, Bro. F. D. Pruitt, member of Div. 242.

Elkhart, Ind., May 29, Bro. Lawrence Bartlett, member of Div. 248.

Milwaukee, Wis., June 5, heart trouble and paralysis, Bro. Philip P. Giloth, member of Div. 249.

Long Island City, N. Y., May 25, heart disease, Bro. C. W. Kregel, member of Div. 269.

Saginaw, Mich., June 4, washout, Bro. John Schmidt, member of Div. 304.

Camaguey, Cuba, June 1, Bro. W. C. Colwell, member of Div. 309.

Rockwell, Fla., June 10, Bro. W. E. Wrightman, member of Div. 309.

Binghamton, N. Y., May 19, Bright's disease, Mrs. Mary Wehrle, wife of Bro. Chas. Wehrle, member of Div. 311.

Owego, N. Y., April 12, Bro. Griffen Pultz, member of Div. 311.

Readville, Mass., May 22, Bright's disease, Bro. W. E. Downs, member of Div. 312.

Charlottesville, Va., May 16, Bro. Wm. A. Moore, member of Div. 317.

Cleveland, O., June 4, organic heart disease, Mrs. Nellie Cummings, wife of Bro. Arthur Cummings, member of Div. 318.

Wilkesburg, Pa., May 11, Mrs. Sarah Jane Ament, wife of Bro. F. C. Ament, member of Div. 325.

St. Louis, Mo., May 9, Master Wm. Finley Notestine, son of Bro. H. G. Notestine, member of Div. 327.

Youngstown, O., May 19, heart and liver trouble, Bro. J. E. Farrell, member of Div. 329.

Princeton, Ind., May 23, general paresis, Bro. Daniel Peters, member of Div. 343.

Butler, Pa., June 1, locomotor ataxia, Bro. M. T. Connor, member of Div. 350.

Martinsburg, W. Va., May 31, cancer of the stomach, Mrs. Allis V. Branter, wife of Bro. F. T. Branter, member of Div. 352.

Minneapolis, Minn., May 19, complication of diseases, Bro. John Anderson, member of Div. 369.

Delmar, Del., May 25, collision, Bro. Edward T. West, member of Div. 374.

Danville, Va., May 29, scalded in wreck, Bro. T. V. Owens, member of Div. 375.

Three Rivers, P. Q. Can., June 9, collision, Bro. Pierre Caron, member of Div. 388.

Mechanicsville, N. Y., May 10, Mrs. Catharine Walsh, wife of Bro. Jas. E. Walsh, member of Div. 418.

Cumberland, Md., June 11, tuberculosis, Bro. Philip W. Mangold, member of Div. 437.

Rowesburg, W. Va., May 23, heart failure, Bro. John C. Teets, member of Div. 437.

Albuquerque, N. M., May 15, struck by bridge, Bro. L. M. Beydler, member of Div. 446.

Bluefield, W. Va., May 20, falling from engine, Bro. M. N. Oyler, member of Div. 448.

Callery, Pa., June 2, collision, Bro. A. N. Foulis, member of Div. 452.

San Luis Potosi, Mex., May 6, ulceration of the stomach, Bro. Walter Rogers, member of Div. 453.

Springfield, Ill., May 30, pneumonia, Bro. W. R. Warner, member of Div. 460.

San Marcos, Tex., May 17, tuberculosis, Bro. A. A. Harrison, member of Div. 475.

Old Fort, N. C., May 23, Bro. C. A. Trexles, member of Div. 514.

Meridian, Miss., May 29, washout, Bro. J. H. Albright, member of Div. 537.

Yuma, Ariz., April 20, effects of gunshot wound, Bro. Geo. G. Livergood, member of Div. 587.

New York, N. Y., May 17, abscess of the brain, Mrs. Elizabeth Odell, wife of Bro. Jos. Odell, member of Div. 589.

Chaffee, Mo., May 23, scalded, Bro. E. W. Thompson, member of Div. 595.

Grand Rapids, Mich., April 19, killed in a wreck, Bro. Wm. C. Stoltz, member of Div. 650.

Fairview, Okla., March 8, pneumonia, Bro. Lewis Hickman, member of Div. 669.

Mexico, D. F., May 1, engine turned over, Bro. Ed Rudesal, member of Div. 669.

Mill Valley, Cal., May 13, suicide, Bro. E. J. Valley, member of Div. 704.

Augusta, Ga., May 30, paralysis, Bro. H. T. Perkins, member of Div. 717.

Albany, N. Y., May 30, complication of diseases, Bro. M. Garrity, member of Div. 752.

Newton, N. J., May 20, Bro. Elmer G. Decker, member of Div. 767.

Peoria, Ill., May 25, Bro. John J. Shields, member of Div. 417. Bro. Shields was one of the old veterans of the war and of the B. of L. E. He was in the employ of the P. P. & J., consolidated with the C. P. & St. L., for 37 years, joining the Order in the early '70s.

ADMITTED BY TRANSFER CARD

Into Division—

- 4—R. E. White, from Div. 7.
- 5—Edward O'Toole, from Div. 480.
- 18—Fred J. Milliner, from Div. 15.
- 38—J. B. Tucker, from Div. 99.
- 110—C. L. Gibbs, from Div. 682.
- 143—Elijah Brown, H. C. Newell, from Div. 692.
- 143—Meredith Fowler, from Div. 492.
- 205—Thos. Bresn, from Div. 348.
- 228—J. H. Rose, from Div. 571.
- 239—H. T. Hyatt, from Div. 547.
- 257—John Flock, from Div. 30.
- 262—F. A. Weber, from Div. 369.
- 287—S. Litzinger, from Div. 454.
- 317—J. B. Wingfield, from Div. 408.
- 344—R. P. Richards, from Div. 505.
- 362—Grant Key, from Div. 362.
- 366—John Hopkins, from Div. 676.
- 375—T. V. Owens, from Div. 567.
- 399—H. M. Wall, from Div. 540.
- 463—W. L. Hayden, from Div. 485.
- 498—G. W. Carroll, from Div. 485.
- 512—C. A. Goodwin, from Div. 432.
- 512—F. M. Findlay, from Div. 12.
- 523—R. L. Downs, from Div. 501.
- 587—R. D. James, from Div. 637.
- 587—R. S. Davis, from Div. 575.
- 589—Burton Langworthy, from Div. 348.
- 617—J. M. Faulkner, from Div. 301.
- 630—A. E. McLaughlin, from Div. 708.
- 637—F. B. Reynolds, Geo. W. Wills, H. C. Chapman, from Div. 497.
- 660—John G. Allison, from Div. 5.
- 660—S. D. Graves, from Div. 662.
- 674—M. E. Hanford, from Div. 501.
- 698—Wm. Y. Rohrbach, from Div. 157.
- 713—C. J. Timm, from Div. 371.
- 713—F. N. Howard, from Div. 136.
- 735—C. D. Foley, from Div. 676.
- 736—Wm. St. John, from Div. 674.
- 752—Eldridge Parsons, from Div. 145.
- 756—H. A. Carcand, from Div. 265.
- 762—Henry Newman, W. H. Ralph, Herman Welker, E. H. Kelley, J. B. Faggard, C. O. Doan, E. H. Freel, from Div. 225.
- 763—W. M. Layton, from Div. 599.
- 770—R. A. Witter, from Div. 648.
- 770—F. D. Hamilton, from Div. 165.
- 770—C. A. McPherson, J. H. Brooks, D. B. Young, W. L. Scott, G. W. Buttress, J. T. Hodges, W. M. Malloy, from Div. 309.

780—H. C. Murrill, from Div. 638.
J. W. Beer, from Div. 507.
781—J. W. Crotty, C. E. Dehaven, Z. V. Fowler,
W. E. Marion, J. H. Mitchell, J. W. Sublett,
W. D. Tilley, W. J. Thomas, from Div. 301.
W. B. Fulton, R. E. Harmon, G. H. Ingram
J. F. Meredith, W. W. Page, from Div. 448.

329—L. W. Spring. 501—F. L. Watson,
342—W. A. Shephard. H. V. Rousseau.
463—E. A. Backus, 627—Fredson Loucks.
Geo. A. Martin, 644—H. E. Wilke.
H. H. Seavy, 703—O. E. Taylor.
499—C. L. Bunce, 741—R. J. Rice.
S. J. Eltringham, 744—L. H. King.
501—John E. McAbee, 749—W. G. Crowell.
John H. Goodnight, 749—W. O. Turner,
J. F. McGuire, Geo. Gamas.

WITHDRAWALS

From Division—

23—J. B. Fay.
58—Riley Crippen.
146—W. C. Clavier.
147—W. E. Lewis.
147—J. A. De Ham.
281—W. B. Schlottman.
295—Alfred Brittain.

From Division—

298—J. M. Smith.
347—W. R. McGuirk.
357—W. H. Parks.
451—Geo. Cordingley.
603—J. W. Bagby.
644—C. A. Stauffer.

REINSTATEMENTS

Into Division—

13—Chas. W. Ball.
26—J. W. Jewell.
38—E. W. Irvin.
102—Chas. McGill.
133—Wm. Beattie.
178—D. H. Kuhn,
S. C. McVey,
B. V. Elkins.
198—J. L. Day.
210—J. F. Wimberly,
J. E. Flowers.
225—J. G. Cairnes.
287—Samuel Donely.
336—F. W. Spaulding.

Into Division—

340—M. F. Fulmer.
353—J. T. Copper.
363—Thomas O'Brien.
392—M. Tonesch.
437—W. M. Perry.
498—W. M. Perry.
505—R. P. Richards.
576—W. H. Leonard,
F. E. Woodworth.
587—B. R. Spaulding.
530—R. Croton.
628—R. S. Corley.
738—A. L. Wallace.

EXPELLED

FOR NON-PAYMENT OF DUES.

From Division—

4—W. D. Barry.
145—H. H. Baker.
170—J. L. Cooper.
193—J. E. Baker,
W. C. Wright.
196—Ike Honiker.
208—S. S. Allen.
215—F. G. Harrison.

From Division—

220—W. Morrison.
232—F. A. Cunningham,
H. P. Biggs.
H. G. Snyder.
234—Ed O. Whitcomb.
294—John Wall.
396—Orville Arter.
309—J. H. Dumas.

FOR OTHER CAUSES.

18—Thos. Feeney, forfeiting insurance.
24—L. G. Friedenstine, forfeiting insurance.
O. Crawford, violation of obligation and forfeiting insurance.
77—E. L. Blonden, violation of obligation.
129—J. M. Hutton, intoxication.
135—Martin White, forfeiting insurance.
145—Robert Bloum, non-payment of dues and forfeiting insurance.
167—J. F. Dell, E. H. Class, non-payment of dues and non-attendance.
196—Walter Armstrong, non-payment of dues and forfeiting insurance.
210—J. A. Young, non-payment of dues and forfeiting insurance.
215—C. M. Moore, forfeiting insurance and non-payment of dues.
267—R. S. Lollar, forfeiting insurance and non-payment of dues.
273—E. J. Benninghoff, forfeiting insurance.
283—L. G. Scoggins, forfeiting insurance.
312—F. L. Graves, violation of obligation.
316—John Long, as per Sec. 52, Statutes.
345—J. J. Hout, forfeiting insurance and non-payment of dues.
363—W. C. Sidebotham, deserting his family.
438—Geo. A. Moss, violation of obligation and forfeiting insurance.
463—W. C. Cloud, violation of obligation.
504—Robert Lowe, deserting his family and unbecoming conduct.
554—A. L. Ruby, forfeiting insurance.
H. M. Smith, W. H. Tipp, non-payment of dues and forfeiting insurance.
586—Walter E. McKinnon, non-payment of dues and forfeiting insurance.
607—Albert Goodman, non-payment of dues and forfeiting insurance.
652—Frank B. Fitch, non-payment of dues and forfeiting insurance.
713—Geo. E. Wells, non-payment of dues and violation of obligation.
718—C. F. W. Schumacher, non-payment of dues and forfeiting insurance.
729—J. A. Crowell, violation of obligation.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 654-657

SERIES I.

OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, July 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all

who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders **PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER**. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass'n.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
587	Frederick Skiff..	51	380	May 3, 1898	May 4, 1907	Blind right eye....	\$1500	Self.
588	Wm. N. Shannon	36	118	Nov. 19, 1905	Mar. 4, 1908	Blind.....	1500	Self.
589	Chas. A. Cronk..	40	421	June 21, 1899	May 21, 1908	Blind left eye.....	3000	Self.
590	T. O. Foley	25	471	Feb. 25, 1907	June 6, 1908	Blind left eye.....	3000	Self.
591	J. H. Secrest.....	35	178	Mar. 13, 1904	Apr. 9, 1909	Nephritis.....	1500	Dalle Secrest, w.
592	E. H. Henderson..	42	744	Nov. 20, 1897	Apr. 12, 1909	Pneumonia.....	1500	H. A. Henderson, b.
593	Geo. G. Livergood	39	587	Apr. 1, 1907	Apr. 20, 1909	Shot.....	1500	Nellie Livergood, m.
594	Fritz Cooper.....	34	10	Nov. 13, 1904	Apr. 21, 1909	Killed.....	1500	Olivo J. Cooper, w.
595	J. S. Manning.....	44	182	Feb. 11, 1904	Apr. 25, 1909	Rupture of aorta..	1500	Viola Manning, w.
596	H. W. Roderick..	33	194	Dec. 1, 1906	Apr. 28, 1909	Gunshot wound...	1500	Stella Roderick, w.
597	C. F. Stone.....	48	47	Oct. 23, 1900	Apr. 29, 1909	Paresis.....	1500	Jennie Stone, w.
598	J. A. McDonald..	42	258	June 17, 1906	Apr. 30, 1909	Killed.....	1500	Arlene McDonald, w.
599	Jas. W. Burns ..	42	43	Sept. 18, 1905	Apr. 30, 1909	La grippe.....	3000	Margaret Burns, w.
600	Erl Rudesal.....	55	669	July 26, 1903	May 1, 1909	Killed.....	1500	Hattie Rudesal, w.
601	Walter Rogers...	37	453	Feb. 20, 1905	May 6, 1909	Ulcers of stom'ch	1500	MIT le Rogers, m.
602	Lloyd Clark.....	59	157	Mar. 22, 1898	May 7, 1909	Abscess of liver...	1500	Lucy G. Clark, w.
603	F. D. Pruitt.....	54	212	May 12, 1905	May 7, 1909	Bright's disease...	1500	M. A. Pruitt, w.
604	Jas. B. Boone.....	72	562	Sept. 10, 1903	May 10, 1909	Heart disease.....	3000	Mrs. J. B. Boone.
605	A. B. Chadwick..	50	570	Dec. 16, 1903	May 12, 1909	Tuberculosis.....	1500	Sara E. Chadwick, w.
606	Jas. Foley.....	46	18	Mar. 29, 1902	May 14, 1909	Myocarditis.....	1500	May Foley, m.
607	C. E. Crane.....	56	158	Mar. 21, 1902	May 14, 1909	Right eye removed	1500	Self.
608	L. M. Beydler...	36	416	May 1, 1906	May 15, 1909	Killed.....	1500	Maud Beydler, w.
609	J. P. Carter.....	45	160	June 28, 1904	May 15, 1909	Nephritis.....	3000	Flora M. Carter, w.
610	Wm. H. Dale.....	29	238	Mar. 23, 1903	May 17, 1909	Killed.....	750	Mae E. Dale, w.
611	A. A. Harrison...	63	475	Mar. 13, 1898	May 17, 1909	Card'c valv'r dise'e	3000	Elizabeth Harrison.
612	Elmer M. Gunn..	35	4	Mar. 31, 1907	May 17, 1909	Suicide.....	1500	Elizabeth Gunn, m.
613	Chas. C. Jones...	85	24	Feb. 26, 1886	May 17, 1909	Old age.....	3000	Dora E. Demerse s.
614	Levi Linley.....	64	54	Jan. 1, 1866	May 18, 1909	Cerebral abscess...	3000	Rhoda A. Linley, w.
615	C. A. Standrod...	40	222	Mar. 16, 1903	May 18, 1909	Killed.....	4500	Amanda C. Standrod, w.
616	Elmer G. Decker.	47	767	July 15, 1896	May 19, 1909	Acute endocarditis	1500	Lesta Decker, w.
617	Daniel H. Knauss	46	16	June 3, 1901	May 19, 1909	Apoplexy.....	4500	Wife and children.
618	J. E. Farrell.....	51	329	Sept. 26, 1887	May 19, 1909	Heart trouble.....	1500	Ells Farrell, w.
619	John Anderson...	45	369	Apr. 28, 1890	May 19, 1909	Nephritis.....	1500	Mrs. Jno. Anderson, w.
620	R. R. Slaughter...	38	223	Sept. 19, 1900	May 20, 1909	Septicemia.....	4500	Mary E. Slaughter, w.
621	M. N. Oyler.....	31	418	Apr. 20, 1902	May 20, 1909	Killed.....	1500	Mattie R. Oyler, M.
622	Wm. E. Downs...	48	312	Jan. 13, 1907	May 22, 1909	Bright's disease...	1500	Abbie L. Downs, w.
623	John C. Teets....	36	437	Apr. 29, 1905	May 23, 1909	Heart disease.....	1500	Lillie B. Teets, w.
624	Edwin F. Peters.	52	54	Jan. 13, 1892	May 23, 1909	Angina pectoris...	4500	Jennie Peters, w.
625	Dan Peters.....	48	313	Feb. 22, 1895	May 23, 1909	Paresis.....	1500	Clara Peters, w.
626	Ed W. Thompson	36	555	June 16, 1907	May 23, 1909	Killed.....	1500	Louisa Thompson, w.
627	R. C. Hawkins...	56	191	Mar. 25, 1900	May 24, 1909	Heart failure.....	1500	Estate.
628	J. H. Collier.....	38	199	Dec. 10, 1901	May 24, 1909	Pneumonia.....	3000	Berta Collier, w.
629	Chas. W. Krekel.	54	269	July 22, 1897	May 25, 1909	Heart disease.....	1500	Jennie E. Krekel, w.
630	Edward T. West..	50	374	July 29, 1901	May 25, 1909	Killed.....	3000	Emma T. West, w.
631	John Shields....	61	417	Mar. 16, 1890	May 25, 1909	Apoplexy.....	3000	Virginia Shields, w.
632	C. H. Robertson.	50	54	Mar. 28, 1900	May 25, 1909	Nephritis.....	1500	J. Robertson, w.
633	Maurice Connell	37	1	June 17, 1900	May 26, 1909	Bullet wound.....	1500	Margaret Connell, m.
634	Henry W. Kruse..	48	12	Nov. 5, 1905	May 26, 1909	Nephritis.....	3000	Elizabeth Kruse, w.
635	Thos. J. Lambert	31	75	May 16, 1909	May 28, 1909	Cardiac paralysis.	1500	Marg'et G. Lambert, w.
636	T. V. Owens.....	54	557	May 3, 1890	May 29, 1909	Killed.....	1500	Mrs. T. V. Owens, w.
637	John O'Neill.....	71	137	July 16, 1886	May 29, 1909	Apoplexy.....	3000	Margaret O'Neill, d.
638	Laurence Bartlett	65	218	Aug. 2, 1886	May 29, 1909	Spinal sclerosis...	3000	Kath'ne E. Bartlett, d.
639	J. H. Allbright...	44	537	June 21, 1900	May 29, 1909	Killed.....	1500	Tessie Allbright, w.
640	Michael Garrity.	69	752	Apr. 28, 1887	May 30, 1909	Paralysis.....	1500	Mary Garrity, w.
641	Wm. R. Warner...	41	460	Sept. 14, 1896	May 30, 1909	Pneumonia.....	1500	Saddie Warner, w.
642	Alvin Nixdorf...	63	59	Feb. 14, 1886	May 30, 1909	Heart failure.....	3000	Georgia A. Weed, d.
643	M. T. Connor...	64	350	June 29, 1887	June 1, 1909	Locomotor ataxia.	3000	Daughters.
644	Geo. W. Myers...	45	51	Sept. 3, 1905	June 2, 1909	Cancer.....	1500	Georgiana Myers, w.
645	Alex. N. Foulis..	41	452	Apr. 1, 1886	June 2, 1909	Killed.....	1500	Jennie Foulis, w.
646	E. W. Cubberly.	67	109	Feb. 19, 1879	June 2, 1909	Bright's disease...	3000	Mary A. Cubberly, w.
647	H. N. Bowman...	55	77	Nov. 17, 1888	June 3, 1909	Diabetes.....	3000	Emma Bowman, w.
648	John H. Schmidt	48	304	Apr. 13, 1900	June 4, 1909	Killed.....	3000	Wife and daughter.
649	P. P. Giloth.....	58	219	Jan. 8, 1883	June 5, 1909	Paralysis.....	3000	Mary Giloth.
650	Robt. Martin.....	67	122	Apr. 29, 1887	June 5, 1909	Pernicious anemia	1500	Rose F. Martin, d.
651	Joel Ellis.....	70	66	Apr. 1, 1869	June 6, 1909	Nephritis.....	3000	Children.
652	Geo. W. Huff.....	72	171	Nov. 14, 1879	June 6, 1909	Bright's disease...	3000	Mrs. G. W. Huff, w.
653	Dennis Kaley...	47	227	Sept. 21, 1887	June 6, 1909	Cirrhosis of liver..	1500	Harriet E. Kaley.
654	Pierre Caron.....	43	388	June 1, 1887	June 9, 1909	Killed.....	1500	Mrs. Pierre Caron, w.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
655	W. E. Wightman.	41	309	Aug. 27, 1905	June 10, 1909	Killed	\$1500	Mary H. Wightman, w.
656	Ph'ip W. Mangold.	32	437	Mar. 6, 1905	June 11, 1909	Tuberculosis	1500	Edna P. Mangold, w.
657	Theo. P. Bellows.	59	23	Jan. 24, 1887	June 14, 1909	Pneumonia	1500	Janie D. Bellows, w.

Total number of claims, 71. Total amount of claims, \$150,750.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Sept. 21, 1908.	W. J. Fonville.....	151	L. C. Jones.....	84	\$ 1500
Jan. 21, "	T. L. Butt	341	J. E. Henley	456	1500
Dec. 31, "	Daisey Guy	345	J. G. Evans	196	1500
Jan. 2, 1909.	Mrs. Helen Young	346	A. J. Lord	564	1500
" 7, "	Mrs. Josephine Bean	349	M. A. Kempton	61	750
" 11, "	W. M. Steelman, guardian	353	R. Hanna	604	3000
" 14, "	Mrs. Elizabeth Coughlin	354	S. H. Stingley	657	1500
" 15, "	Mrs. Lettye B. Moore	355	H. A. Murray	731	1500
" 15, "	Mrs. Justina I. Foster	356	A. E. Solloway	320	1500
" 15, "	Mrs. Nellie Mathews	357	Frank Hutchins	324	3000
" 20, "	Mrs. Clara Jeffrey	367	E. A. Bolling	140	1500
" 25, "	Mrs. Addie S. Salmon	373	K. S. Dixon	765	1500
" 29, "	Alex. McIntyre	383	W. C. Praelce	266	1500
" 31, "	Mrs. Annie Cool	388	S. W. Carson	162	1500
" 31, "	Mrs. Angelina Brady	389	W. W. Ayers	655	1500
Feb. 2, "	Mrs. Ruby P. Moore	390	G. H. Hall	498	1500
Nov. 21, 1907.	Austin F. Joy	409	Stephen Gotham	312	1500
Jan. 31, 1908.	J. W. Hayes	410	John F. Hittle	44	1500
Mch. 8, 1908.	O. P. McLaughlin	411	John Cassell	34	1500
Jan. 16, 1909.	H. A. Robinson	412	J. H. Wellington	510	1500
" 25, "	Alfred Parker	413	A. R. Coomber	599	4500
" 29, "	Mrs. Nina Makin	414	H. D. Grant	704	1500
Feb. 3, "	Mrs. Grace G. Stupp	415	Harry W. McKinley	393	4500
" 4, "	Mrs. J. H. Openshaw	416	J. H. Taylor	283	3000
" 8, "	Mrs. Mary L. Hayes	419	Wm. Biepham	383	1500
" 11, "	Mrs. Carrie Disler	423	Geo. Redman	548	3000
" 12, "	Mrs. Bessie R. Gunby	424	W. B. Nicol	18	3000
" 14, "	Fred H. Coe, executor	427	J. H. DeWolf	328	3000
" 15, "	Mrs. Annie Bunnell	429	A. W. Bayley	166	3000
" 17, "	Mrs. Laura S. Harmon	430	J. W. Mead	63	3000
" 17, "	Mrs. Carrie P. Courtney	431	W. G. Powell	27	3000
" 18, "	Mrs. Elizabeth Hughes	433	John T. Stewart	88	3000
" 18, "	Mrs. Cuba K. Willis	434	J. W. Mead	63	4500
" 18, "	Martha A. Hinkle	435	James Carl	60	750
" 18, "	Mrs. Mary Heffernan	435			
" 19, "	Mary E. Moon				
" 19, "	H. G. Moon				
" 19, "	E. H. Moon				
" 19, "	L. P. Moon	436	G. M. Couch	80	4500
" 19, "	Esther C. Moon				
" 19, "	Mary E. Lerch				
" 19, "	Mrs. A. V. Van Orman				
" 19, "	Emma Terwilliger				
" 20, "	Mrs. Grace E. Keefer	437	Jesse Newell	244	3000
" 20, "	Robert Dull	438	M. Cahaney	255	3000
" 21, "	Mrs. Hester Dunn	439	F. W. Dudley	115	3000
" 21, "	Mrs. Mary Sangster	440	W. H. Green	219	3000
" 22, "	Mrs. F. H. Lederer	441	Wm. M. Apted	2	3000
" 22, "	Frank Heffernan	443	James Carl	60	1500
" 23, "	Mrs. Emma I. Fisher	444	Wm. B. Stahl	287	1500
" 23, "	Mrs. R. A. Clark	445	D. R. Staley	83	3000
" 24, "	Mrs. Georgina Marden	446	W. G. Squiles	205	1500
" 24, "	James E. Johnson	447	J. L. Dailey	772	4500
" 24, "	Mrs. Nellie Korwin	448	W. E. Precious	125	1500
" 28, "	Mrs. Elizabeth R. Rightmire	451	L. Sisco	125	3000
Mch. 1, "	Mrs. Mary E. George	453	Wm. H. Warner	678	1500
" 4, "	Mrs. Bertha R. Hollingshead	455	J. Coppersmith	3	1500
" 5, "	Grace L. Wolf				
" 5, "	Mrs. L. H. Perry, Jr.	456	John H. Woods	54	3000
" 5, "	Mrs. Carrie I. Drake				
" 6, "	Mrs. Ethel Lee	457	Chas. Farmer	529	1500
" 7, "	Mrs. Mary A. Bailey	458	W. L. Gibbs	472	1500
" 8, "	Mrs. Maud Hickman	459	A. Galletly	763	1500
" 10, "	Mrs. Bertha J. Callahan, guardian	460	M. J. Shelley	373	1500
" 10, "	M. S. Catherine Freeman	461	Chas. McCrossin	263	1500
" 10, "	Mrs. Mary E. Livingston	462	Wm. K. Drake	450	1500
" 10, "	Mrs. Ellen Connor	463	C. O. Norton	175	1500
" 11, "	Mrs. Mary E. Copps	464	J. E. Henley	456	1500
" 11, "	Georgia Copps	464			
" 16, "	E. E. Metz	466	J. D. Ketner	29	1500

Financial Statement.

CLEVELAND, O., June 1, 1909.

MORTUARY FUND FOR MAY.

Balance on hand.....\$169,649 28
 Paid in settlement of claims.....131,250 00

Surplus.....\$ 33,299 28
 Received by assessments 463-466
 and back assessments.....\$137,279 31
 Received by assessments 517-519 362 96
 Received from members carried
 by Association.....1,392 70
 Interest for May.....421 92 \$139,456 89

Balance in bank May 31, 1909.....\$177,756 17

EXPENSE FUND FOR MAY.

Balance on hand.....\$ 16,902 36
 Received from fees.....320 31

Balance.....\$ 17,282 67
 Expenses during month of May, 1909.....2,325 45

Balance in bank May 31, 1909.....\$ 14,957 22

Statement of Membership.

FOR MAY, 1909.

Classified represents: \$750 \$1,500 \$3,000 \$4,500

Members who paid as-
 sessments 463-466.....2,846 33,557 13,856 2,441

Members from whom as-
 sessments 463-466 were
 not collected.....361 2,398 766 2

Members carried by the
 Association.....4 160 334 25

Applications and rein-
 statements received
 during month.....178 79 1)

Totals.....3,211 36,293 15,085 2,187

From which deduct poli-
 cies terminated by
 death, accident, or
 otherwise.....13 114 49 11

Total membership May

31, 1909.....3,198 36,179 14,986 2,476

Grand total.....56,839

Weekly Indemnity Claims Paid June 1, 1909.

Cl'im	Div.	Name	Amt. Paid	Cl'im	Div.	Name	Amt. Paid
*953	523	C. R. Kimbro, Adv.	\$ 480 00	978	37	A. M. Garner.....	91 48
954	606	C. E. Condon.....	32 14	979	372	R. R. Watson.....	77 14
955	484	J. W. Coyne.....	42 86	980	262	R. H. Salter.....	60 00
956	216	C. P. Bond.....	45 71	981	606	J. M. Brown.....	80 00
957	713	H. J. Smith.....	84 29	982	364	W. T. Bray.....	25 71
958	428	Geo. Blaich.....	28 57	983	609	G. G. Douglass.....	120 00
959	546	Wm. Kirk.....	60 00	984	27	W. J. Dwyer.....	32 14
960	200	H. L. Stevens.....	60 00	985	428	H. S. Manning.....	80 00
961	445	James Moore.....	30 00	986	606	A. T. Carter.....	22 86
962	20	Adam Reimboit.....	38 57	987	130	H. G. Carson.....	40 00
963	599	Doe Piner.....	20 00	988	187	A. C. McCulloch.....	21 43
964	752	Dock Vincent.....	23 71	989	45	R. L. Johnston.....	65 71
965	391	W. D. Gates.....	12 86	990	549	Henry Phelps.....	17 14
966	262	G. F. Thorp.....	51 43	991	354	P. J. Harrington.....	8 57
967	511	Alex. Tyree.....	20 00	992	559	D. F. McKenzie.....	157 14
968	427	J. E. Hobbs.....	68 57	993	55	H. C. Parrish.....	20 00
969	611	Wm. J. Cowen.....	14 29	994	48	M. H. Powers.....	85 71
970	430	A. Monesmith.....	20 00	995	197	Wm. Forbea.....	62 86
971	177	G. W. Fiedler.....	45 71	*705	83	J. R. Beshars, Adv.	155 00
972	177	E. C. Howe.....	25 71	*719	511	G. D. Prince, Adv.	125 00
973	159	R. B. Trenor.....	12 86	*771	368	A. A. Walker, Adv.	100 00
974	463	W. S. Nicholson.....	10 71	*808	115	F. W. Dudley, Adv.	100 00
975	527	E. E. Walker.....	42 86	*818	372	L. E. Leighton, Adv.	125 00
976	427	W. Daugherty.....	191 48				
977	500	A. R. Woodard.....	40 00				3077 12

Total number of Weekly Indemnity Claims.....42

*Number of advance payments on Claims.....6

Indemnity Death Claims Paid June 1, 1909.

Cl'im	Div.	Name	Amt. Paid
82	237	Charles D. Hanes.....	\$1000 00
			\$1000 00 \$4077 12

Total number of Death Claims, 1.

Weekly Indemnity Claims paid from Dec. 1, 1906, to May 1, 1909.....71,794 78

Indemnity Death Claims paid from Apr. 1, 1907, to May 1, 1909.....56,000 00

\$127,794 78 131,871 90

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

DIVISIONS BY STATES.

ALABAMA.	407	Sherbrooke.	694	New Albany.	361	Chihuahua.	576	New Hampshire.	716	Johnson City.	328
Anniston.	407	Colorado.	515	Perr.	548	City of Mexico.	589	Concord.	585	Knockville.	728
Anniston.	407	Basalt.	515	Richmond.	548	Gomez Palacio.	594	Woodville.	577	Memphis.	31
Birmingham.	436	Denver.	136	Seymour.	39	Guadalupe.	774	New Jersey.	596	Memphis.	31
Birmingham.	436	Denver.	136	Terre Haute.	764	Monterey.	614	Camden.	367	Memphis.	31
Mobile.	146	Denver.	136	Wabash.	461	Monterey.	614	Camden.	367	Memphis.	31
Montgomery.	480	Canon City.	546	Wabash.	461	Monterey.	614	Camden.	367	Memphis.	31
Montgomery.	480	Canon City.	546	Wabash.	461	Monterey.	614	Camden.	367	Memphis.	31
Helena.	223	Canon City.	546	Wabash.	461	Monterey.	614	Camden.	367	Memphis.	31
Tuscaloosa.	423	Pueblo.	199	Boone.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Tuscaloosa.	423	Salida.	199	Boone.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
ARIZONA.	610	Sterling.	727	Burlington.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Douglas.	610	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Prescott.	610	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Tucson.	610	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Winslow.	134	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
ARKANSAS.	276	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Argenta.	276	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Otter.	701	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Eldorado.	701	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Eureka Springs.	701	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Fort Smith.	445	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Little Rock.	182	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Mena.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
McGehee.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Little Rock.	182	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Pine Bluff.	216	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Van Buren.	534	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
CALIFORNIA.	739	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Bakersfield.	739	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Blue Canyon.	415	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Dunsmuir.	126	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Kern.	126	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Los Angeles.	600	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Los Angeles.	600	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Needles.	386	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
San Bernardino.	386	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
San Bernardino.	386	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
San Francisco.	161	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
San Luis Obispo.	604	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
San Rafael.	704	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Fresno.	553	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
West Oakland.	289	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
CANADA.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
BRITISH COLUMBIA.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Oranbour.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Vancouver.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Nelson.	579	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Revelstoke.	579	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
MANITOBA.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Brandon.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Dauphin.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Winnipeg.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Winnipeg.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
ALBERTA.	569	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Lethbridge.	750	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Calgary.	855	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Medicine Hat.	322	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
SASKATCHEWAN.	704	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Melville.	704	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Moose Jaw.	704	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
N. Battleford.	716	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Saskatoon.	716	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
NEW BRUNSWICK.	136	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Campanbellton.	136	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Moncton.	136	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Woodstock.	341	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
W. Ed. St. Johns.	479	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
NOVA SCOTIA.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Gloucester.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Halifax.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Stellarton.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Sydney.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Truro.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
ONTARIO.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Allendale.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Bellefleur.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Bridgeburg.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Brookville.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Chapleau.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Ft. William.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Hamilton.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Havelock.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
London.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
London.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Lindsay.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Mimico.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
North Bay.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
North Bay.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Ottawa.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Pelee.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Palmerston.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Perry Point.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Port Arthur.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Kenora.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Rainy River.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Sault Ste. Marie.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Smith Falls.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Sarnia.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Stratford.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
St. Thomas.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
St. Thomas.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
St. Thomas.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Schreiber.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Toronto.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
East Toronto.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Toronto Junc.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Windsor.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Pa. QUEBEC.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Chaudiere Jct.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Farnham.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Montreal.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Montreal.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Montreal.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Quebec.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Quebec.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Richmond.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Riviere du Loup.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328
Shawinigan J'n.	581	Trinidad.	430	Odor Rapids.	151	Michigan.	361	Chihuahua.	576	Johnson City.	328

B. OF L. E. DIRECTORY.

GRAND OFFICERS.
307 Society for Savings.
W. S. STONE, G. C. E., Cleveland.
M. W. OADLE, Asst. G. C. E., "
E. W. HURLEY, Asst. G. C. E., "
H. E. WILDS, Asst. G. C. E., "
F. A. BURGHES, Asst. G. C. E., "
E. CORRIGAN, Asst. G. C. E., "
ASH KENNEDY, Asst. G. C. E., Win-
nipeg, Man.
W. B. PRENTER, F. G. E. Cleveland.
O. H. SALMONS, S. G. E., "
H. MURRAY, F. G. A. E., "
San Luis Potosi, Mex.
J. C. CURRIE, S. G. A. E., "
Jersey City, N. J.
W. H. KENT, T. G. E., Detroit, Mich.
J. H. BAKER, Grand Guide, "
Columbus, O.
G. R. DORRIT, Grand Chaplain, "
Charlestown, Mass.

INSURANCE DEPARTMENT.
W. E. FUTON, Pres., Cleveland.
M. H. SEAY, Sec. & Treas., "
SUBORDINATE DIVISIONS.

A single letter is used to indicate office: C, for C. E.; F, F. A. E.; I, Ins.

1-DENVER, CO., meet 1 & 3 Sunday, 2 p.m., Elks' Temple, Monroe av.
Wm. H. Kent, 688 24th st., C.
A. B. Wallinger, 608 Dragoon av., F.
James S. Martin, 327 23d st., I.
2-JACKSON, NICH., meet alternate Sundays, 2:30 p.m., B. of L. E. Hall, John Webb Bldg., Mo. Mechanist.
A. D. Austin, 1148 Elm av., C.
Frederic M. Dwyer, 431 Ten Eyck st., F.
Wm. Apted, 306 N. East av., I.
3-COLUMBIA, MO., meet 1st and 3rd Tuesday, 7:30 p.m., K. of P. Hall, Gunn Bldg., Collamer st.
H. I. Miller, 888 Lynn av., C.
J. Cooper, 11th, 631 St. Clair st., F.
4-CONY, N.Y., TOLKOD, O., meet 1 & 3 Sunday at 2 p.m., Crowe's Bldg., Broadway and Segur.
J. F. Nicholson, 706 Sumner st., C.
J. H. Mack, 716 Miami, E. Toledo, Cal.
5-OKANAGUA GROVE, LOS ANGELES, CAL., meet every Tuesday, 7:30 p.m., I. O. O. F. Hall, 2204 S. Main st., C.
O. M. Patton, 1814 S. Grand av., C.
O. F. Dille, 1628 Winfield st., F.
J. J. Norton, 1015 Hawley st., I.
6-MONTANA, MOON, IA., meet 2d & 4th Monday, 2 p.m., B. L. E. Hall, 8th st. Owen Dougherty, 127 Linn st., C.
O. Chas. A. Webster, 12 W. 2nd st., C.
G. S. Barron, 1113 Carroll st., I.
7-LAFAYETTE, IND., meet every Sunday, 2:30 p.m., B. L. E. Hall, Fourth and Ferry.
Chas. F. Bane, 813 N. 6th st., C.
Frederic Hodges, 130 N. 14th st., F.
Jno. W. Gorman, 202 N. 12th st., C.
8-MEXICO, SLATER, MO., meet every Tuesday, 1:30 p.m., Masonic Hall.
L. D. Montgomery, C.
M. O. Page, F.
9-WANKEA, MINN., meet 2d Sun. 2:30 p.m., & 4th Sun. 7:30 p.m., K. of P. Hall, H. A. Reed, box 312.
Geo. N. Wyman, C.
O. F. Densel, 326 W. King st., Winona, Minn., I.
10-CHICAGO, ILL., meet 2d & 4th Sunday, 10:30 a.m., 9231-33 Cottage Grove av., Burnside Crossing.
J. J. Hanly, 9407 Burnside av., C.
O. E. Hall, 9424 Champlain av., F.
Benj. Busch, 9436 Cottage Grove av., I.
11-INDIANAPOLIS, IND., meet 1st & 3d & 5th Sun. 2 p.m., Wallace Block, Mass. av. and New York st.
J. D. Sanford, 1747 West Morris st., C.
Wm. M. Blythe, 619 N. Pine st., C.
Jabez Howland, 1906 Bowtell av., I.
12-FORT WAYNE, IND., meet every 1 & 3 Sun. 2 p.m., B. L. E. Hall, 1020 Calhoun.
Robert John, 1236 W. Main st., C.
M. G. Flagle, 212 Third st., F.
13-NORTH LA CROSSE, WIS., meet 1st & 3rd Sunday 2 p.m., Phillips Hall, 1201 Caledonia st.
Richard Hurley, 1206 Caledonia, La Crosse, Wis., C.
J. S. McDermid, 1306 Avon st., La Crosse, Wis., C.
C. L. Larson, 1541 Wood st., La Crosse, Wis., I.
14-TITICA, N. Y., meet 1 & 3 Sunday 2 p.m., Royal Arcanum Temple, Devereux st.
H. Mowers, 17 Sherman pl., C.
O. A. Pense, 102 State st., F.
G. G. McFaggan, 122 Mary st., I.

15-ST. PAUL, N. Y., meet every Monday evening, Bick's Hall, Clinton and Hickory sts.
John Gannah, 340 N. Division st., C.
Theo. Williamson, 367 Penna. st., F.
16-SALON, O., meet 1 & 3 Monday at 7:30 p.m., Foresters' Hall, 234 So. Market st.
Edw. Kavanagh, 312 Payne av., C.
J. J. Dase, 411 S. Union st., F.
17-STANBERRY, MO., meet 2d and 4th Sun. 2 p.m., Lot 9, Block 12, Park st.
S. J. Freeman, Box 482, C.
C. H. Runyon, Box 232, F.
J. C. Millroy, Box 485, I.
18-ROCHESTER, N. Y., meet every Saturday evening, in Wehle Hall, Webster and Grand av.
C. J. Kinzie, 1096 Elmwood av., C.
Frederick Parrish, 150 Atlantic av., F.
W. B. Nicol, No. 3 Girton Place, I.
19-BLOOMINGTON, ILL., meet alternate Sun. 2:30 p.m., Jacobs Hall, N. Main St.
W. O. Nelson, 606 N. Oak st., C.
P. R. Christal, Box 52, F.
W. H. Peor, 304 E. Graham st., I.
20-LOGAN, LOGANSFORD, IND., meet 2d & 4th Sunday, 2 p.m., K. of C. Hall, 4th & Market sts.
B. V. Pittman, 1322 High st., C.
A. W. Brinley, 833 17th st., F.
J. M. Carney, 1807 High st., I.
21-MEMPHIS, TENN., meet 2 & 4 Tuesday, room 5, 3d floor, Odd Fellows building Court & Main sts.
Jefferson Thornly, 676 Robeson av., C.
P. J. Fox, 643 Jackson av., F.
22-CADEN, N. J., meet 1st & 3d Sunday, 1:30 p.m., Goff Bldg., Broadway below Federal st.
S. H. Turner, 358 8th st., C.
W. M. Riley, 311 N. 8th st., F.
J. R. Werts, South Amboy, N. J., I.
23-WM. BRESNAH, MEMPHIS, TENN., meet every Mon. 9:30 a.m., Graves Hall, McLemore and Bayburn avcs.
Geo. L. Barnett, 1023 Patton av., C.
H. E. Bradford, 1050 Patton st., F.
Owen Finnegan, 497 La Cade av., I.
24-CENTRALIA, ILL., meet every Sun. 2 p.m., Hofheins Block W. Broadway.
James Dardis, 212 N. Poplar st., C.
H. D. Beaver, 212 N. Hickory st., F.
E. E. Cooker, 600 S. Locust st., I.
25-TERRERHAITE, IND., meet 2d & 4th Sunday at 2 p.m., Swope Block, 7th and Ohio.
W. K. Larr, 2326 Liberty av., C.
C. L. Wood, 714 N. 13th st., F.
F. L. Mills, 516 N. 8th st., I.
26-RICHMOND, VA., meet 1 & 3 Monday, a.m., Fraternity hall, 215 W. Broad
D. C. W. McLeod, 2306 E. Broad st., C.
W. M. Ogg, 112 N. 20th st., C.
O. D. Beay, 112 N. 20th st., I.
27-RACINE, FREEPORT, ILL., meet 1st & 3d Sunday, 2 p.m., K. of P. Hall, Stephenson st.
R. M. Griffith, 641 Stephenson st., C.
W. G. Powell, 232 No. Galena av., F.
28-TUCSON, ARIZONA TERR., meet Tuesdays, 10 a.m., Masonic Hall, over P. O.
Frank Deitz, 14th st. & 4th av., C.
W. H. Skinner, 408 16th st., F.
H. F. Michaels, 627 So. 4th av., I.
29-GRAND CANYON, FLENLO, CALIF., meet Mondays, 2 p.m., 117 So. Union av. over West Bros. Furniture Co.
L. Wade, 233 Lake av., C.
E. J. Kelly, 617 E. Evans av., F.
J. D. Ketter, 515 Quincy st., I.
30-PHILLIPSBURG, N. J., meet 1st & 3d Sunday, 1 p.m., over Phillipsburg National Bank.
Geo. Johnson, 233 Mercer st., C.
W. F. Ward, 21 Pleasant av., F.
G. M. Couch, 21 Washington st., I.
31-CLEVELAND, O., meet 1st Sun. 2:30 p.m. and 3rd Sun. 8 p.m., Shild-hour's Hall, Ontario st.
O. F. Sipher, Kamm's, C.
Ben. R. R., 306 Foster Bldg., F.
A. R. Singletary, 739 Linwood av., I.
32-AURORA, ILL., meet 1st & 3d Sunday, J. O. O. F. Hall, 45 Fox st.
J. F. Kagay, 122 Oakley av., Chicago, Ill., C.
F. D. Ettinger, 240 S. av., C.
Wm. E. Rose, 238 West av., F.
33-BATTLE CREEK, MICH., meet 1 & 3 Monday, 1:30 p.m. and 2 & 4 Sunday, 10:30 a.m., Engineers' club rooms, Upton block, Madison st.
Robert Griffin, 592 Marshall st., C.
R. E. Allan, 400 Cliff st., F.
John Harrington, 69 Bennett st., I.

34-LITTLE MIAMI, COLUMBUS, O., meet 1st & 3d Sun. afternoon, Miller Bldg.
T. E. Humphrey, 985 Franklin av., C.
John T. Booth, 847 Sullivan av., F.
John Cassell, 156 W. First av., I.
35-J. SIBLEY, ROCHESTER, N. Y., meet 2d & 4th Fri. eve., Hall 90 State st.
E. H. Braxton, Avon, N. Y., C.
C. P. Brown, 53 Post st., F.
Hugh Cooper, 104 Hobart st., I.
36-NEWARK, O., meet every Sunday, 2 p.m., B. L. E. Hall, Champ's Bldg., E. Main st.
Ed. F. Ryan, 54 Dewey av., C.
Chas. Baguley, 39 Cedar st., F.
37-MATTSON, ILL., meet every Sunday 2 p.m., K. of P. Hall, 1686 Broadway.
W. H. White, 1412 Richmond av., C.
W. H. Morris, 1805 Prairie av., F.
A. M. Garner, Box 353, I.
38-CLIFTON FORGE, VA., meet 1 & 3 Monday 2 p.m., Masonic Temple.
R. B. Paxton, 48 Church st., C.
D. H. Echols, 74 1/2 line st., F.
A. N. McMullan, 46 Church st., I.
39-SEYMOUR, IND., meet 2d & 4th Monday, 7:30 p.m., Masonic Temple.
W. A. Loyd, 621 Ewing st., C.
O. D. Seelinger, 307 W. 2d st., F.
Harry Findley, 104 So. Poplar st., I.
40-FORTLAND, ME., meet 2d & 4th Sunday, 1 p.m., at 80 Exchange st.
O. H. Dodge, 100 Ocean st., F.
Geo. W. Babb, 577 Congress st., F.
41-ELMHURST, N. Y., meet 1st & 3d Sunday, 8 p.m., I. O. O. F. Hall, Water st.
Chas. C. Munsell, 513 Jefferson st., C.
B. M. Snyder, 620 Balsam st., F.
42-CARONDELET, ST. LOUIS, MO., meet 2 & 4 Wednesday, 8 p.m., cor. Rh & Lamite.
G. E. Woodruff, 2514 California av., C.
S. E. Shelley, 7110 Michigan av., F.
A. C. Brennecke, 5712 Hartford st., I.
43-GEN. CHAS. MILLER, MEADVILLE, PA., meet every Tuesday, 2 p.m., in Odd Fellows Hall, Center st.
W. E. Nichols, N. Park av., C.
J. F. Bruner, 363 Pine st., F.
44-WYOMING, RAWLINS, WYO., meet 1st & 3d Thursday in K. of P. Hall.
Cornelius Ryan, C.
Otto Humberger, F.
J. F. Little, Cedar st., I.
45-WEST PHILADELPHIA, PA., meet 2d & 4th Sunday, 1:30 p.m., Schaidler's Hall, 4115 Lancaster av.
E. E. Smoker, 618 N. 35d st., C.
Joseph Kelley, 624 N. 35th st., F.
H. P. Kelley, 625 N. 35th st., I.
46-ALBANY, N. Y., meet every Wednesday, 8 p.m., 18-20 Federal st.
J. T. Greenhalgh, 1358 3rd av., Rensselaer, N. Y., C.
J. W. Blewer, 1 Hunter av., F.
E. A. Montague, 67 Manning Blvd., I.
47-HORSELL, N. Y., meet Mondays, 1:30 p.m., over 137 Main st.
T. O. Clark, 11 Hakes av., C.
Wm. Hood, 343 Canisteo st., F.
J. K. Chapman, 29 Union st., I.
48-ST. LOUIS, MO., meet 1st & 3d Monday, 8 p.m., 3400 Park av.
Albert Gunn, 7506 Virginia av., C.
J. L. Pate, 3225 St. Vincent av., F.
J. J. Smith, 2712 Eads av., I.
49-ST. CLAIR, E. ST. LOUIS, ILL., meet 1 & 3 Thurs. 8 p.m., Jackish Bldg., 315 Missouri av., 3d floor.
H. H. Stevenson, 1028 Trendly av., C.
C. A. Duncan, 556 Veronica av., F.
M. M. Stephens, 1016 Pennsylvania av., I.
50-CONNELSVILLE, PA., meet 1st Saturday, 7:30 p.m., 3d Sun. 2 p.m., I. O. O. F. Hall, Pittsburg and Main.
A. J. Whittle, Baltimore House, C.
J. H. Bittner, 417 S. Arch st., F.
51-PHILADELPHIA, PA., meet 1st & 3d Sunday 1:30 p.m., New Federal Hall, Federal st. near 13th st.
L. M. Genay, 1727 Federal st., C.
John J. Geary, 1445 S. 8th st., F.
Joe E. Horne, 814 14th av. Moore, Del. Co., Pa., I.
52-MONTMANTAL, BALTIMORE, MD., meet 1st and 3d Sunday 1:30 p.m., Jackson's Hall, Beddie st. & Greenmount av.
John A. Brilling, 653 E. Chestnut st. York, Pa., C.
Wm. H. Ragland, 1104 E. North av., F.
Geo. W. Fry, 304 Girard av., I.
53-JERSEY CITY, N. J., meet 2d & 4th Sunday 2 p.m., Fischer's Hall, Newark av. & Erie st.
Chas. Ebe, 36 Garrison av., C.
H. H. Warren, 127 Elm st., Newark, F.
S. Garabrant, 53 Tracy av., Newark, I.

- 14-PONT JEFFERSON, N. Y., meet Tuesday
7:30 p.m., Engineers' Hall, Ball st.
J. O. Gould, 106 Front st. F & I
John H. Woods, 164 East Main st. F & I
- 15-AMERICAN DESERT, OGDEN, UTAH,
meet 1st & 3d Monday, 2 p.m., K. of
P. Hall, 34th st.
E. A. Peck, 2302 Adams ave. O
J. H. Wardleigh, 2318 Madison av. F
H. G. Doon, 1728 Washington av. I
- 16-EROTUE, CENTERVILLE, IA., meet
3d & 4th Sunday, in I. O. O. F. Hall.
A. B. Summers, 821 So 18th st. O
Eugene S. Gilbert, 307 E. Terry st. F
Frank Rinckel, 832 So 18th st. I
- 17-PROVIDENCE, R. I., meet 1st & 3d
Sunday, 10 a.m., Swarts Hall, 98
Westminster st.
D. O. Horton, 207 Pleasant st. O
Geo. E. Lapham, 94 Wilson st. F & I
- 18-OTSEGO, OTSEGO, N. Y., meet 1st
& 3d Sunday 2 p.m., Engineers' Hall
116 Main st.
E. J. Alberts, 5 High st. O
W. B. Auchenbaugh, 24 West st. F
J. D. Frimmer, 66 River st. I
- 19-KENNELA, N. Y., meet 1st Sunday
2 p.m., 3d Wednesday, 7:30 p.m., B. of
L. F. Hall.
Chas. Stellar, 1211 Broadway. O
Wm. Hughes, 1431 3d st. F
G. A. March, 688 Broadway. I
- 20-ROCK ISLAND, ILL., meet 1st & 3d
Sunday, 2 p.m., Reynolds' Hall, Elm
st. and 4th av.
W. Arnold, 320 7th av. O
Wm. M. Johnston, 901 8th st. F
James Carl, 925 23d st. I
- 21-BOSTON, MASS., meet 2d Sunday
10 a.m., 4th Wednesday 1 p.m., 164
Canal Street.
E. L. Abbott, 84 Middlesex av., Read-
ing, Mass. O
G. B. Dorley, 4 School, Charles st. F
W. A. Kempton, L. box 13, 8 Sudbury,
Mass. I
- 22-GALESBURG, ILL., meet 1st & 3d
Sunday 2:30 p.m., Trade and Labor
Assembly, Main st. & Binn av.
H. Keam, 302 E. Main st. O
F. E. Brooks, 357 West Looney st. F
O. C. Boyer, 645 W. First st. I
- 23-SPRINGFIELD, MASS., meet 1st & 3d
Sunday 12:30 p.m., E. & A. R. B. Bldg.
Geo. B. Hunt, Hebron st. O
J. W. Mead, 418 Main st., W. Spring-
field, Mass. F & I
- 24-WORCESTER, MASS., meet 1st & 3d
Sun. 2 p.m., Castle Hall, 406 Main st.
G. W. Hubbard, 517 Grove st. O
T. B. Wardwell, 114 Hammond st. F
M. L. Hamilton, 91 Main st., Clinton,
Mass. I
- 25-CHILLICOTHE, O., meet 2 & 4 Sun-
day 1:30 p.m., Main and Mulberry sts.
W. F. Williams, 181 Scioto av. O
Geo. W. Walters, 678 E. Main st. F
G. W. Custer, 72 E. Main st. I
- 26-CREAM CITY, MILWAUKEE, WIS.,
meet 1st & 3d Sun. 2:30 p.m., Frank-
lin Hall, 226 Grand av.
Wm. B. Chamberlin, 31 34th st. O
A. M. Lewis, 3216 Park Hill av. F
Ward Williams, 14 32d st. I
- 27-CORONATION, SAINT STE. MARIE,
ONTARIO, meet 2d Sunday 2 p.m.,
and 4th Sun. 7 p.m., Union Hall,
Cullis Bk., Queen st.
N. Fulcher, Box 30 West P. O. O
A. O. Wagner, Box 21 West P. O. F & I
- 28-LONDON, ONT., meet 1st Sunday, 2
p.m., 3d Sun. 7:30 p.m., Foresters'
Hall, Dundas and English sts.
John Sheehy, 214 Hamilton rd. O
H. E. Crouch, 621 Dundas st. F & I
- 29-NORTHERN TIER, GRAND FORKS, N.
Dak., meet 1st & 3d Sunday 2:30 p.m.
Robt. Smith, 410 N. 4th st. O
O. L. Yowell, 218 N. 8th st. F
B. Skibness, 112 N. 8th st. I
- 30-TORONTO, ONT., meet 2d & 4th Sun-
day 2:30 p.m., Occident Hall.
Wm. Newcombe, 490 Markham st. O
I. K. Belyea, 46 Bellevue Pl. F
Geo. Mills, 221 Rusholme Road. I
- 31-PENNY TREASY, PHILADELPHIA, PA.,
meet 2d Saturday 7:30 p.m. & 4 Sun.
1:30 p.m., Schuyler Hall, 6th & Dia-
mond st.
James McKeaney, 3816 Gratz st.
W. Hackman, 294 W. Susquehanna av. F
R. H. Harveson, 1100 Frankford av. I
- 32-SCOTTS VALLEY, CALIFORNIA, O.,
meet 1st & 3d Sunday 2:30 p.m., 838
N. 20th st., Hildreth Bk.
John McClure, Milo, O.
J. J. Colburn, 259 N. 21st st. F & I
- 33-MADISON, WIS., meet 1st & 3d Sun-
day 2 p.m., 111 Monroe av.
F. H. Lamphere, 1020 W. Dayton st. O
E. F. Chamberlain, 410 W. Doty st. F
Edw. Ziel, 1018 W. Washington av. I
- 34-MANASSAS, VA., meet 1st & 3d
Sun. 2 p.m., New Hall, 3d & Broad sts.
B. F. Huber, 1718 N. 5th st. O
M. G. Stoner, 618 Calder st. F
F. J. Keller, 1287 N. 6th st. I
- 35-READING, PA., meet 1st Sunday 1 p.m.
& 3d Sun. at 7:30 p.m., 729 Penn av.
J. Clinton Shugars, 914 Madison av. O
John H. Bradford, 630 Green st. F
John E. Amole, 1031 No. 5th st. I
- 36-WINNIPEG, MANITOBA, meet 2d &
4th Sunday at 14 o'clock.
Railway Hall, Allman Bk., Main st.
W. H. Woods, 708 Sherbrooke st. O
G. J. Daly, 64 Molermont av. F
B. O. Carcary, 487 Logan av. I
- 37-NEW HAVEN, CONN., meet 2d & 4th
Sunday, 10:30 a.m., I. O. O. F. Hall,
Crown st.
R. H. Osmond, 222 Main st., West
Haven, Conn. O
G. H. Wiscroft, 82 First st. F & I
- 38-LOUISVILLE, KY., meet every Mon-
day 1:30 p.m., I. O. O. F. Temple 6th
and Walnut sts.
Wm. I. Lindsay, 3505 Third ave. O
M. J. O'Hearn, 1207 W. Oak st. F
H. A. Front, 2044 Sherwood av. I
- 39-DEQU, O. HANKE, COLUMBUS, O.,
meet 2d and 4th Thursday eve.,
Hildreth Hall, cor. Hildreth ave.
and 30th street.
Chris Kuhn, 846 E. Spring st. O
N. T. Beynon, 226 No. 22d st. F & I
- 40-MALDEN, AMBOTSFOUR, WIS., meet
1st & 3d Monday at 2:30 p.m., & 2d &
4th Sunday at 1:30 p.m., in K. O. T.
M. Hall.
G. W. Phillips, 210 5th av. S. E., Min-
neapolis, Minn. O
H. E. Spaulding, Lock Box 17. F & I
- 41-KANSAS CITY, KAN., meet 1st & 3d
Saturday, 7:30 p.m., Simpson Bk.
724 Central av.
Robt. Murphy, 409 Washington av. O
J. L. Simpson, 1222 Quindaro Boule-
vard. F
G. N. Herron, 268 S. Tremont st. I
- 42-SIOUX CITY, IA., meet 1st & 3d Sun-
day, 10 a.m., I. O. O. F. Hall 4th
and Jackson sts.
F. B. Anderson, 1625 Jackson st. O
L. B. Outting, 1229 Jennings st. F & I
- 43-ORANGE, SPRINGFIELD, MO., meet
every Monday, 2 p.m., K. of P. Hall,
E. Commercial st.
Walter Casey, Murray Bld., Com-
mercial av.
Geo. E. Dillard, 367 Benton av. F
J. A. Dryden, 704 E. Locust st. I
- 44-CHARLOTTE, GREENVILLE, K. C.,
meet every Sunday, 10 a.m., Carpen-
ter Bros. Hall.
T. R. Osham, 149 Forrest st. O
L. O. Jones, 217 Mulberry st. F & I
- 45-VALMONT, COLUMBIA, MO., meet
every Sunday, 2:30 p.m., K. of P. Hall.
J. G. Price, 1600 Bull st. O
H. E. Thompson, 2012 Marion st. F
J. E. McDaniel, 1510 Barnwell st. I
- 46-ANTHONY, MO., meet every
Monday, 9 a.m., Stamm's Hall,
cor. Reed and Williams sts. O
F. J. Robertson, 703 W. Coates st. O
H. B. Norton, 624 W. End pl. F
Geo. A. Burnham, 708 W. Gilman st. I
- 47-TROY, N. Y., meet 1st & 3d Sunday,
1:30 p.m., I. O. F. Hall, River.
C. W. Van Dervort, 438 9th st. O
F. D. Graham, 3 Center Court, Green-
wich, N. Y. F
W. B. Harper, 2414 12th av., Water-
vliet, N. Y. I
- 48-GRAND W. WOMAN, N. FLATTE, NEB.,
meet every Wednesday 1:30 p.m.,
I. O. O. F. Hall.
O. Chas. E. I. 610 W. A. st. F & I
John T. Stuart, 610 W. A. st. F & I
- 49-POINT ST. CHARLES, MONTREAL, P. Q.,
meet 1st & 3d Sunday, 2 p.m., Por-
rier Hall, 2267 Notre Dame st. St.
Henry.
Geo. A. Kell, 2 Fortune st. O
A. W. Roberts, 69 Bozel st. F & I
- 50-PORTSVILLE, PA., meet 1st Sunday
at 2:30 p.m. & 3d Sunday at 9:30 a.m.,
Knights of Columbus Hall, 18
N. Centre st.
J. F. Harley, Schuykill Haven, Pa. O
H. E. Wilson, 505 E. Norwegian st. F & I
- 51-KAGLE RYE, SHAWINIGAN JUNCT.,
P. Q., meet 1st and 3d Sunday.
L. O. Lockett, 1887 St. Catharines st., Hoch-
elaga, Montreal, P. Q. F
I. Belliveau, 879 Prefontaine st.,
Hochelaga, Montreal, P. Q. I
- 52-PORIA, ILL., meet 2d Wednesday
& 4th Sunday 7:30 p.m., Weiss Hall,
2208-S. Adams st.
John U. Noonan, 307 Martin st. O
F. B. Otten, 209 Martin st. F
Jno. Desmond, 414 Oakland av. I
- 53-JACKSON, TENN., meet every Wed-
nesday 9:30 a.m., K. of P. Hall.
J. L. Harrington, 225 W. Main st. O
Thomas Tate, 248 W. Chester st. F
D. R. Staley, 243 W. Main st. I
- 54-PARREL, MARQUETTE, MICH., meet
1st & 3d Sunday, 2:30 p.m., Frater-
nity Hall.
Geo. D. McCormick, 442 W. Washing-
ton st. O
A. L. Rose, 114 W. Prospect st. F
Wm. Thomas, 267 Alger st. I
- 55-CINCINNATI, MO., meet 1st & 3d Thur-
sday 8 p.m., Hall O Odd Fellows Temple,
7th & Elm sts.
Harry Howden, Flat No. 4, 8th & Bay-
miller. O
Wm. Zimmler, Box 81 Glendale,
Mo. F & I
- 56-CHICAGO, ILL., meet 1st & 3d Sun-
day at 1:30 p.m. at Franklin Hall,
Fraternity bldg., 70 Adams st.
Wm. B. Ellis, 198 N. Dearborn st. O
G. J. McKinley, 385 Dearborn av. F & I
- 57-SOULT HALL, BALTIMORE, MD., meet every
Sunday, 12 p.m., Friendship Hall,
125 E. Montgomery st.
J. A. Wall, 2115 W. Baltimore st. O
S. E. La Barrer, 878 W. Lombard st. F
J. H. Stephens, 608 W. Lee st. I
- 58-LINCOLN, NEB., meet 1st & 3d Sun-
day, 2 p.m., A. O. U. W. Hall, 1006 O st.
Jos. S. McCoy, 1208 U st. O
H. Winton, 1002 Court House. F & I
- 59-WATER VALLEY, MINN., meet 2d &
4th Monday, 9 a.m., K. of P. Hall.
J. L. Kirby. O
E. T. Chrisp, Lock Box 623. F
H. R. Blackston. I
- 100-DANVILLE, ILL., meet 1st & 3d
Sunday, 1:30 p.m., Eagles Hall, 109
& 111 North Vermillion st.
W. H. Dowker, 238 E. B. O
Chas. Patterson, 1014 N. Collette St.,
Sta. A. F & I
- 101-GREENHURST, HINTON, W. VA.,
meet 1st Sun. & 3d Mon. at 2 p.m.
J. H. Romick. O
W. W. Woods, Box 114. F & I
- 102-ATSTON, MINN., meet 1st & 3d Sun-
day 10:30 a.m., Germania Hall, E.
Bridge st.
Wm. Anderson, 301 West Water st. O
H. Mathews, 306 S. River st. F
C. Ellington, Madison, S. Dak. I
- 103-ROCKY MOUNTAIN, LAKESIDE, WYO.,
meet every Sat. 9 p.m., G. A. R. Hall.
David Reid, 313 Fremont st. O
P. Mathison, 602 6th st. F
G. W. DeForest, 404 6th st. I
- 104-COLUMBIA, PA., meet 1st Sun. 1 p.m.,
3d Sun. 12:30 p.m., cor. 3d & Locust
Thos. Quinn, 560 Walnut st. O
John M. Weira, 725 Chestnut st. F
Geo. W. Fager, 167 N. 3d st. I
- 105-
- 106-BELLOWS FALLS, VT., meet 1st
& 3d Sunday 4 p.m., G. R. H. Hall.
A. G. Wells, R. F. D. 2, Walpole, N. H. O
C. B. Galleher, Box 707, Windsor, Vt. F & I
- 107-ST. JOSEPH, MO., meet 2d & 4th
Sunday 2 p.m., I. O. O. F. Hall, 7th
& Charles st.
A. K. Pickle, 124 E. Missouri av. O
A. G. Roberts, 517 No. 7th st. F
J. T. Downa, 1212 So. 8th st. I
- 108-ALLEGHENY CITY, PA., meet 1st
& 3d Sunday 10 a.m., Franklin Hall,
cor. 1st and East st.
F. L. Stumpf, 223 Clifton av., Sharpe-
burg, Pa. O
M. S. Anderson, 308 Main st. F
Harry McKee, 180 Maple av., Blair-
ville, Pa. I
- 109-QUAKEN CITY, PHILADELPHIA, PA.,
meet 1st & 3d Sunday, Schneider's
Hall, 415 Lancaster av.
F. A. L. Miller, 3741 Brown st. O
F. H. Vandegrift, 2345 E. Norris st. F
E. O. Johnson, 422 E. Nurling av. I
- 110-PACIFIC, SACRAMENTO, CAL., meet
every Friday 7:30 p.m., Unity Hall,
Foresters' Bldg., 1 st., between 7th
& 8th.
Wiley Cole, 319 13th st. O
E. N. Dwyer, 1004 H st. F
R. Lightner, 612 11th st. I
- 111-ECLIPSE, BLUE ISLAND, ILL., meet
2d & 4th Mon. 8 p.m., Masonic Hall,
F. J. Boyd, 288 Union st. O
W. M. Layda, 246 Burr Oak av. F
W. T. Davis, 305 Walnut st. I

112-BREKFIELD VALLEY, GREENFIELD, MASS. meet 2d & 4th Sun. 1:30 p.m. Foresters' Hall, Gazette & Courier Bldg. Bank row.
W. S. Hutchins, 21 Conway st. F & I
Edwin Warren, 25 Riddell st. F & I
113-DES MOINES, IA. meet 1st & 3d Sun. 2:30 p.m., I.O.O.F. Hall, Locust st. Geo. R. Filmer, 1020 19th st. F
John O'Brien, 1215 22nd st. F
James McCabe, 1221 W. Walnut st. F
114-WATERLOO, IA. meet 2d & 4th Sunday, 2 p.m., B. of L. E. Hall, 1009 E 4th st.
H. C. Harper, 209 Walnut st. F
Frank O. Wright, 129 Logan ave. F
H. E. Camp, 255 High st. F
115-CHEYENNE, WYO. meet 2d & 4th Tuesday, 2 p.m., A.O.U.W. Hall.
J. E. Carroll, 1322 Van Leanen st. F
O. E. Burke, 2012 Van Leanen st. F
F. W. Dudley, 210 E. 19th st. F
116-LAKE ARTHUR, ESCANABA, MICH. meet 1st & 3d Sunday at 10 a.m., B. L. E. Hall.
Wm. Finnegan, 609 S. Georgia st. F
Milo Shields, 327 N. Mary st. F
Theo. Farrell, 431 Wells ave. F
117-NASHUA, MAINE CITY, IA. meet 2d & 4th Sunday, 2:30 p.m.
Geo. B. Freeman, 324 W 9th st. F
J. A. Swanson, 415 E. 6th st. F
Peter Mottershead, 917 Cottage ave. F
118-BROCKVILLE, ONT. meet 1st Sunday, 2:30 p.m., last Wednesday, 7:30 p.m., Merrill's Block, King st.
E. Mortimer F
E. Wardrup, Box 698 F
J. B. Hielson F
119-DUNSTON, IA. meet 1st & 3d Sunday 2 p.m., Union Hall, 1965 Coulter av.
A. Woodard, 1700 Jackson st. F
Fred. Cawrey, 1231 Rhomborg av. F
J. O. Baynes, 1511 Bluff st. F
120-LIMA, O. meet 1st & 3d Sun. & 2d & 4th Friday, 2 p.m., Red Men's Hall, cor Main and Spring sts.
A. J. Gustason, 650 So. Elisabeth st. F
E. B. Hickox, 622 S. W. 9th st. F & I
121-BRIGHTWOOD AT INDIANAPOLIS, IND. meet in Clark's Hall, cor. 26 & Station st., 2d & 4th Sunday, 2 p.m.
J. H. Deer, 2002 E. Tenth st. F
Jas. H. Ackworth, 2518 Station st. F & I
122-GRATIOT, FORT MONROE, ALCH. meet 2d & 4th Sat. 7:30 p.m., Marine Engineers' Hall, Water st.
H. J. O'Dell, 60 Union st. F & I
F. F. Minner, 2522 Military st. F & I
123-IRON MOUNTAIN, DE SOFTO, MO. meet 2d & 4th Tuesday 1:30 p.m., E. of P. Hall, 2d and Boyd sts.
W. O. Schmalck F
D. J. Roach, Box 18 F
A. Atkins, Box 269 F
124-MCYERS, O. meet every Monday, 1:30 p.m.
Edward H. Carey, 436 Park av. F
Frank Korn, cor. Sandusky and Warren sts. F
J. McAleese, 506 Woodville st. E. Toledo. F
125-CLINTON, IA. meet 2d & 4th Monday, 2 p.m., Engineers Hall, 10th av. & 4th.
D. Stamm, 714 S. Fifth st. F
J. W. Bailey, 445 Tenth av. F
L. Stico, 428 10th av. F
126-THACHAPI, KERN, CAL. meet every Monday 2:30 p.m., K. of P. Hall.
Frank D. Mills, Box 804 F
P. P. Shephardson, Box 304 F
E. C. Jordan, 406 Solano av. Los Angeles, Cal. F
127-OKAW, FLORA, ILL. meet 1st Sunday & 3d Mon. 1:30 p.m., I.O.O.F. Hall, Cass Weller, Box 278 F
E. O. Dykens F
E. F. Malinsky, Box 51 F
128-RICHFORD, FARMHAM, F. Q. meet 1st Sunday and 3d Monday 1:30 p.m., Masonic Hall.
J. Timmons F & I
J. Lorimer F & I
129-ROCK CITY, NASHVILLE, TENN. meet Tuesdays 8 a.m., I.O.F. Hall.
Frank Winford, Linden av. Belmont Heights F
Wm. McKeand, 1416 Demonbrant st. F
130-RAVALLIE, ENFORIA, KAN. meet 3rd & 20th of each month, 1:30 p.m.
N. W. Hall, 601 Commercial st. F
N. W. Smith, West 6th av. F
A. L. Burrell, 518 West 6th av. F & I
131-FRABER, NARBONN, IA. meet alternate Sundays 3 p.m., I.O.F. Hall.
J. M. Hancock F
Geo. A. Irving F
J. F. Hughes, 322 S. Superior st. F
Mason City, Ia. F

132-ST. THOMAS, ONT. meet every Monday, 2:30 p.m., Odd Fellows Hall, Mecha's Block.
Geo. Blaggett, 37 Forest av. F
Ell Cowles, 25 Locust st. F
T. Dwyer, Wellington st. F
133-HAMILTON, ONT. meet 2 & 4 Sun. 2:30 p.m., A.O.F. Hall, James st. N.
James Oliver, 196 Locke st. F
A. O. Griffith, 81 Murray st. East. F
James McCulloch, 46 Tom st. F
134-ALBANY, WISCONSIN, ARK. meet every Tuesday, B.L.E. Hall.
O. Young F
O. M. Byrd, A.O.F. Hall, James st. N. F
Edward Clark, Box 53 F
135-MIDGTON, JERSEY CITY, N. J. meet 2d Saturday, 8 p.m. and 4th Sunday 2 p.m., Deane's Hall, Grove st. and 5th st.
Thos. Outier, Waldwick N. J. F
L. E. Vanorden, 251 12th st. F & I
136-SALT LAKE, EVANSTON, WY. meet 1st & 3d Tuesday, 7:30 p.m., A.O.U.W. Hall.
J. M. Stevenson F
O. F. Wilkinson, box 215 F
W. R. Gilpin, Center st. F
137-STANFICA, MISSOURI, PA. meet alternate Thursdays, 7:30 p.m., E. of P. Hall.
Wm. McCannan, Box 171 F
O. Sheldon Pierce, Box 279 F & I
138-SHOWDRIFT, CAMPBELLTON, S. E. meet 1st & 3d Sunday, 12:30 o'clock, Engineers' Hall over Sharp's Rest.
J. Morton F
John Gilker, Box 166 F
Everett Henderson F
139-LOUISIANA, MONROE, TENN. meet every Monday, 1:30 p.m., Woodmen's Hall, cor. Washington & Silver sts.
H. Hoffman, 2117 Crockett F
L. McCauley, 1817 Center F
W. J. Wilson, 1615 Washington st. F
140-GULF CITY, MOBILE, ALA. meet 2 & 4 Sun., 9:45 a.m., Y. M. B. A. Hall, S. E. cor. Dauphin & Jackson sts.
V. M. Sate, 310 So. Claiborne st. F
A. E. Belling, 197 Canal st. F & I
141-SKOKY HILL, ILLIS, KAN. meet Wednesday, 7:30 p.m., I.O.O.F. Hall.
Geo. Frits, Junction City, Kan. F
Thos. McMahon, L. Box 55 F
Thos. Chapman, Box 148 F
142-ST. FRANCIS, RICHMOND, P.Q. meet 2d & 4th Sunday, I.O.F. Hall.
J. J. Pepler F
E. Hawker, Box 59 F
Geo. A. Pearson, Box 94 F
143-INDIANAPOLIS, IND. meet 1st & 3d Sun. 2 p.m., I.O.F. Hall, 2527 W. Washington st.
D. A. Byers, 11 Pasadena Flat. F
O. John Rogers, 1949 Central av. F & I
144-BRAINERD, STAPLES, MISS. meet 1st & 3d Monday, 2 p.m., Sovereign's Hall, 4th st. between 1st and 3d av.
John W. Gavin F
Wm. Wilson, Box 148 F
E. Arundel F
145-VANDERBILT, NEW YORK CITY, meet 1st & 4th Sun. 10 a.m., Loewer's Hall, cor. 148th st. and Willis av.
Henry O. Case, 294 E. 168th st. F
Geo. N. Patrie, 239 E. 167th st. F
Pat. Murphy, 217 E. 167th st. F
146-GROVSEVER, OSKALOOSA, IA. meet 1st Mon. 7:30 p.m., B.L.E. Hall.
F. L. Daisher, 606 No. A st. F
L. H. Steddom, 621 No. O st. F & I
147-SPOKANE, SPOKANE, WASH. meet 1st & 3d Sunday, Oliver Hall.
J. O. Diebel, E 1414 First av. F
C. F. Hobart, E. 311 Binto av. F
W. T. Fields, E. 11 Sinto av. F
148-IRON CITY, WYCKES ROCKS, PA. meet 1st & 3d Sunday, 1 p.m., Central Hall, 4th st. between 1st and 3d av.
Wm. Curtis, 720 Washington av. Bradock, Pa. F
R. M. Clark, 216 Broadway, Box M. F. W. H. Morgan, 726 Charters av. F
149-GRANITE ROCK, TRURO, NOVA SCOTIA, meet 1st Sat. 2d Thure. each month, Orange Hall, Inglis st.
Jas. W. Nairn F
Geo. H. Feetham, Box 22 F & I
150-ST. PAUL, MINN. meet 1st & 3d Sunday, 10:30 a.m., Central Block, Hall No. 4, cor. 7th & 6th sts.
H. H. Corbett, 1516 Minnehaha st. F
J. B. Ayotte, 819 Buffalo st. F
W. T. Maher, 197 Penn av. F
151-BURLINGTON, N. Y. meet 2d & 4th Sunday p.m., K. of O. Hall, 3rd and Jefferson F
Geo. R. Robbins, 306 South av. F
H. C. Siebens, 1000 So 5th st. F
F. L. Williams, 806 So Central av. F

152-OSWEGO CITY, N. Y. meet 1st & 3d Sunday, 2 p.m., B.L.E. Hall, N.Y. O. & W. Depot
L. J. Boynton, 98 W. 7th st. F
M. J. Oronan, 35 W 9th st. F
Victor Boileau, 60 E 5th st. F
153-GARRETT, IND. meet every Sunday, 10:30 a.m.
O. W. Miller, Box 948 F
L. B. Hart, Box 28 F
W. H. Gillis, Box 56 F
154-JEFFERSON, HOWELL, IND. meets 2d Mon. 7:30 p.m., Thompson's Hall.
I. T. Carr, 716 Cumberland ave. F
O. Chas. I. Sutter, 23 Delmar av. F
T. E. Miller, 9 Glendale av. F
155-DECATUR, ILL. meet every Sunday at 2:30 p.m., in B. of L. E. Hall, Masonic Temple, North Water st.
John Rodema, 944 E. North st. F
E. B. Collins, 1444 East Prairie st. F & I
156-BIRMINGHAM, ALA. meet every Sunday, 2:00 p.m., B. of L. E. Hall, 1910 3rd ave.
J. D. Jesse, R.F.D. No. 6, Box 22 F
W. H. Haun, 1818 5th av., Bessemer, Ala. F
Martin Whitford, E. F. D. No. 6 Box 17 F
157-CENTRAL, JERSEY CITY, N. J. meet 1st Sun. 10 a.m., 2d Sat. 5 p.m., Masonic Hall, cor. Pacific av. & Maple st.
M. F. Ahern, 168 Hopkins av. F
E. F. Jones, 17 Monitor st. F
John T. Fox Jr., 1 Boltwood st. F
158-SPARKS, NEVADA, meet 1st & 3d Monday.
E. Shepley F
J. A. Rose F
159-CEDAR RAPIDS, IA. meet 1st & 3d Sun. 2:30 p.m., K. of P. Hall, 1st av. and 1st st.
Geo. T. Munn, 1645 2d av. E F
Frank A. Davis, 1814 4 av. E F
D. H. DeGear, 608 3d av. W F
160-CAPITOL, WASHINGTON, D. C. meet 1st Wed. 7:30 p.m., 2d Sat. 2 p.m., Weller's Hall, cor. 5th & 1st S.E.
Chas. R. Bush, 721 8th st. S.W. F
Wm. O. Jasper, 514 E st. N.W. F
Fred Rullman, 638 E Preston st., Baltimore, Md. F
161-SAN FRANCISCO, CAL. meet every Thurs. 8 p.m., St. L. Polito Bldg., 828 16th st.
John R. McCreagh, 2068 Mission st. F
H. A. Madden, 2465 Howard st. F
F. M. Armstrong, 359 Missouri st. F
162-MONROE, NEW BRUNSWICK, meet 1st Sat. 12:30, 3d Sat. 12:30 I.O.F. Hall
W. F. Hicks, 107 Cameron st. F
W. F. Smallwood, 154 Highfield st. F
S. W. Carson, 61 Cameron st. F
163-PASST FRSIC, NEWPORT, VT. meet 2d Mon. 7 p.m., & 4th Mon. 7:30 p.m., B. L. E. Hall, Lanes Block, Main st.
B. O. Hinman F
O. J. Stenson F
M. W. Huggles, Lyndonville, Vt. F
164-NASSAQUIT, ATTCHISON, KAN. meet 1st & 3d Monday 2:30 p.m., Masons' Hall, cor. 6th and Commercial sts.
Fred Shipper, 1111 Santa Fe st. F
W. O. Bennington, 1420 Santa Fe st. F
John Kennington, Box 283, Greenleaf, Kan. F
165-ORCLIA, LOUISVILLE, KY. meet 2d & 4th Thursday, 7:30 p.m., Shafter's Hall, 7th st. bet. Portland av. & Montgomery st.
J. L. Griggs, 2500 Bank st. F
O. M. J. Carroll, 112 28th st. F
H. O. Daniel, 2308 Portland av. F
166-S. DOTTREY, CARBONDALE, PA. meet 1st & 3d Sunday 2 p.m., Pioneer Dime Bank Bldg., North Main st.
A. Copeland, 8 Copeland av. F
A. M. Banks, 125 S. Terrace F
A. W. Bayler, 140 Salem st. F
167-DEVERET, CLEVELAND, O. meet 2d Monday 7:30 p.m., & 4th Sunday, 8 a.m., Hanna Block, near cor. Woodland & Willson av.
B. O. Whelan, 117 Kinsman st. F
G. Duge, 6509 Quinby av. F
J. H. Miner, 1167 Lakeview Road F
168-CAPITOL, OTTAWA, ONT. meet 1st & 3d Sunday 2 p.m., Booth's Hall, cor. Somerset & Arthur sts.
E. Towseley, 161 Neplau st. F
J. P. Chisholm, 35 Lett st. F
J. Ryan, 60 Rochester st. F
169-SYRACUSE, N. Y. meet every Tuesday, 8 p.m., B.L.E. Hall, Raulon Bldg., Oswego and Seymour sts.
M. E. McCarthy, 222 Merriman av. F
W. H. Williams, 514 Seymour st. F
Wm. Frazier, 116 Davis st. F

- 170--WELLSVILLE, O., meet 2d & 4th Sunday, 2 p.m., & 4th Thursday, 7:30 p.m., B.L.E. Hall.
Thomas Ryan, 15th & Commerce sts. O
Geo. D. McGarry, 1789 Clark av. F
E. L. Armstrong, 1786 Clark av. I
- 171--MOBOKIN, N. J., meet 1st Sun. 1:30 p.m. & 3d Fri. 11 a.m., Reinking's Hall, 127 N. St.
G. A. Slack, 1012 Park av. O
C. A. Stevenson, 800 Washington st. F
Jos. Nixon, 1 Hillary av., Morris-town, N. J. I
- 172--DORFMAN, SCHENECTADY, N. Y., After Oct. 21st, 1906, meets alternate Sundays, 2 p.m., St. Paul's Temple.
Chris. Whamer, 120 Park Place. O
Henry Hoppman, 16 Front st. F
F. Dunning, 157 Barrett st. I
- 173--OIL CREEK, OIL CITY, PA., meet 1st & 3d Sundays, 2:30 p.m., over Oil City Nat'l Bank, c. Elm & Center sts.
J. A. Kennedy, 201 W. Front st. O
Wm. Agnew, 4 State st. F & I
- 174--HOPE, ILLINOIS, ONT., meet 2d & 4th Sun. 2 p.m., Kent & Cambridge. Geo. Nurey, Box 208.
O T. Wilkinson, Box 208.
F J. McMahon, Box 215. I
- 175--OLENTAGOT, COLUMBIA, O., meet 2 Tuesday & 4 Wedn's 2 p.m., Lyndon Bldg. cor. High st. & 5th av.
John Hickey, 694 1/2 N. High st. O
T. E. Maloney, 219 E. Central av., Del-aware, O. F
O. O. Norton, 127 N. Union st., Dela-ware, O. I
- 176--BARABOO, WIS., meet 1st & 3d Mon- day 7:30 p.m., B.L.E. Hall.
Henry H. Thinkham, 321 4th st. O
Thos. Williams, 318 First av. F
J. E. Metcalf, 514 Ash st. I
- 177--DENISON, TEX., meet every Satur- day 2:30 p.m., O. R. C. Hall.
T. E. Williams, 481 W. Herron st. O
W. H. McCune, 406 W. 8th st. F
L. Metcalf, 610 W. Chestnut st. I
- 178--SEDALIA, MO., meet 2d & 4th Sun- day 2:30 p.m., 4th Friday, 8 p.m., K. of C. Hall, over Sedalia Trust Co. Bldg.
O. E. Games, 1109 E. Broadway. F
Wm. East, 418 E. 7th st. F
Chas. Boyle, 1101 E. 10th st. I
- 179--PABSON, CAN., meet 1 & 3 Weds., 7:30 p.m., & 2 & 4 Sunday, 2:30 p.m.
B. of L. E. Hall, 1816 Main st.
W. S. McCaskill, 318 No 23d st.
O Curtis Parsons, 2501 Crawford av. F
P. H. Hotchkiss, 1928 Ark av. I
- 180--MINNEHAMA, MINNEAPOLIS, MINN., meet 1st & 2d Sun. 2:30 p.m., A. O. U. W. Hall, 15th & 17th st. So.
O. E. Barton, 1224 Mary Place. O
C. A. Rodgers, 3500 Stevens av. F
W. H. Mase, 46 N. 12th st. I
- 181--RINDON, IA., meet 1st & 3d Sunday at 2 p.m., I. O. O. F. Hall.
A. O. Weyandt. O
M. O. Stanton. F
E. H. Finney, Box 8. I
- 182--HENRY CLAY CALDWELL, LITTLE ROCK, ARK., meet every Thursday 8 p.m., B.L.E. Hall, Cheater and West Markham sts.
John O. Hays, 1008 W 2nd st. O
J. E. Mills, 912 North st. F
Byron Schimpfpenig, 1420 W. 5th st. I
- 183--OMAHA, NEB., meet every Monday eve, A. O. U. W. Hall, 110-12 N. 14th st.
John Glynn, 606 So 12th st., Council Bluffs, Ia.
Frank Smith, 1017 So 24th st. F
Albert L. Johnson, 1814 S. 10th st. I
- 184--STUART, IA., meet 1st & 3d Sun., 3 p.m., in Engineers' Hall, Nauasut.
John M. Johnson, Box 447. O
Geo. A. Laird, Box 472.
F Thomas Holmes, I. Box 21. I
- 185--GEO. J. NICHOLS, N. FOND DU LAC, WIS., meet 1st Tuesday at 7:30 p.m. & 3d Sunday, 2:30 p.m., Railroad Hall.
D. Mahoney, 190 E. 2nd st., Fond du Lac, Wis. O
Thos. L. Gray, 111 C. 2nd st. F
Jas. A. Watson, 920 Michigan st. I
- 186--DENVER, COLO., meet every Fri- day, 7:30 p.m., Masonic Temple.
W. H. Brown, 1557 Fillmore st. O
Geo. Morrell, 872 Kalamath st. F & I
- 187--PT. WORTH, TEX., meet Fridays, 7 p.m., B.L.F. Hall, 8 Rusak st.
J. L. Baker, Box 523. O
I. M. Dean, Box 355, Baird, Texas. F
D. Hartman, 1010 Hand st., Brown-wood, Texas. I
- 188--AYON, STRATFORD, ONT., meet 1st & 3d Sunday, 2 p.m.
Donald Rown, 229 Front st. O
John Battley, 68 Perth st. F
J. I. Moore, East st., Goderich, Ont. I
- 189--BELLEVILLE, ONT., meet 1st & 3d Sunday, 2:30 p.m.
Thos. H. Marshall, Sta P. O. O
H. La Voie, Station P. O. O
J. W. Barlow, Station P. O., Box 64. I
- 190--MUNTINGTON, W. VA., meet 1st & 3d Monday, & 2d Friday, 1 p.m., in Abbott Hall, 910 1/2 4th & 9th st.
W. A. Frustel, 1025 8th av. O
A. F. Southworth, 1010 8th av. F & I
- 191--WACHUSETT, FITCHBURG, MASS., meet 2d & 4th Sun, 12 m., G.A.R. Hall.
Frank W. Palmer, 90 Day st. O
E. J. Mulaney, 120 Myrtle ave. F
J. W. Abbott, Highland av. Tex'n. I
- 192--RIO GRANDE, EL PASO, TEX., every Sat. 2 p.m., K. of P. Hall, Buckler Bldg.
G. P. Walker, Box 240. O
G. M. Miller, 120 Moses av. F
G. R. Lees, Box 240. I
- 193--CRESTONT, M'DONOUGHVILLE, IA., meet 1st & 3d Monday at 7:30 p.m., 2d & 4th Monday at 9:30 a.m., Gould Fire Co. Hall.
T. J. Higgins. O
R. Engler. O
W. J. Van Hise. I
- 194--REVIVAL, PALESTINE, TEX., meet every Friday, 10 a.m., Labor Hall.
Samuel Manley, 616 Lacy st. O
W. F. Wright. F
W. F. Donmore, 302 Reagan st. I
- 195--YELLOWSTONE, FORSYTH, MON., meet every Wednesday, 2 p.m.
James Eckels, Lock Box 14. O
O. B. Hopkins. F
O. J. Johnson, Box 116. I
- 196--MAGNOLIA, M'CONN, MISS., meet every Monday, 2 p.m., Englin's Hall.
E. C. Cordish. O
J. G. Evans, Box 277. F & I
- 197--SUNSET, SAN ANTONIO, TEX., meet Wednesdays, 9:30 a.m., Murray Hall, cor 10th & Austin st.
W. F. Griffin, 1215 Avenue D.
N. G. Leap, 1220 N. Hackberry st. F & I
- 198--LOOKOUT, CHATTANOOGA, TENN., meet 1st & 3d Sunday, 2:30 p.m., I. O. O. F. Hall, M. Marks & Montgomery.
John Smith, 117 Mitchell Ave. O
I. Pennebaker, 906 East Montgomery ave. F & I
- 199--MARSHALL PASS, SALIDA, COLO., meet every Mon. 2:30 p.m., K. of P. Hall.
Jas. Orskett. O
Geo. E. Baldwin. F & I
- 200--NAVASNA, ILL., meet 2d & 4th Mon- day, 2 p.m., B.L.E. Hall.
F. Williams. O
P. H. Kelley. F
O. H. Webber, 40 Chicago av. I
- 201--TYLER, TEX., meet every Wednes- day, 4 p.m., Woodmen's Hall.
J. D. Ragsway, 114 E. Valentine st. O
Sam B. Taylor, 725 Barder st. F
Chas. Hitzig, 359 Borren st. I
- 202--PANDGO, S. DAK., meet 1st & 3d Sunday, 2:30 p.m., I. O. F. Hall, Rob- erts st. and 2d av.
J. C. Benedict, 212 10th st. N. O
W. J. Ridley, 324 18th st. No. F & I
- 203--PERMY, IA., meet 1st & 3d Wed., 2 p.m., A. O. U. W. Hall.
J. T. DeLaware, 1708 3d st. O
M. O'Laughlin. F
B. H. Moore, Box 535. I
- 204--PEARSON, RIVIERE DU LOI, F. Q., meet 1st & 3d Sunday, 12:30 & 2d & 4th Friday, 19:20, English school house.
Eugene Ouellet. O
Joseph Scott. F & I
- 205--HARTFORD, CONN., meet 1st & 3d Sundays, 2:30 p.m., Comstock Hall, E. Hartford, Conn.
J. O. Sterner, E. Hartford, Conn. O
E. E. Bill, 331 Capen st. F
Wm. G. Squires, East Hartford, Conn. I
- 206--TEMPLE, TEX., meet every Wednes- day, 2:30 p.m., I. O. F. Hall.
R. T. Fleming, 218 Central av. O
J. F. Wagner, 304 S. 15th st. F
C. A. Oaboon, 704 S. 7th st. I
- 207--ATLANTA, GA., meet every Sunday 2:30 p.m., Red Men's Hall, Marietta and Alexander sts.
John A. Ray, 76 No. Spencer st. O
Dalton, Ga. O
C. E. Adams, Box 225. F
J. H. Welch, 411 Luckie st. I
- 208--PT. IN-SAY, SPRINGFIELD, OHIO, meet 2d & 4th Sunday, 2 p.m., Jr. O.
A. M. Hall, 86 1/2 E. Main st. O
Jas. A. Carney, 231 E. Greenmount.
Oliver J. Trapp, 604 Linden av. F
F. J. Mills, 732 E. st. I
- 209--SIERRA BLANCA, CHAMA, N. MEX., meet Mondays, 7:30 p.m., K. P. Hall.
G. A. Riddle. O
D. M. Wright. F & I
- 210--SIMPSON, MACON, GA., meet every Sunday, 3 p.m., I. O. O. F. Hall, Cherry st.
D. M. Moore, 124 Plant st. O
J. L. Fickling, 713 2d st. F & I
- 211--JUNCTION CITY, EAGLE GROVE, IA., meet 1st Sunday & 3d Monday, Ma- sonic Hall.
Wm. J. Robinson. O
Jno. McDonald, Jr., Box 883. F
Geo. E. Howell, Kirkwood st. I
- 212--STARKED PLAINS, BIG SPRING, TEX., meet every Tues., 2 p.m., Kof P. Hall.
O. A. Ruhop. O
S. E. Ord. F
L. T. Deats. I
- 213--MURON, S. DAK., meet 1st & 3d Sun- day, 3 p.m., Masonic Hall, Dakota av.
E. E. Vance, 609 Utah st. O
John Mills, 651 Beach st. O
J. F. Doherty, 1173 3d st. F
- 214--QUEEN CITY, CHAMPAIGN, ILL., meet 1st & 3d Sunday at 1:30 p.m., I. O. O. F. Hall.
D. G. Farber, 622 So Highland av. O
Frank Juleson, 7 East 8th st. F
Ed Wall, 808 So Evergreen av. I
- 215--PHOENIX, BOWLING GREEN, KY., meet every Tuesday, 9:30 a.m., Massey's Hall.
Jos. Luber, 126 Main st. O
J. M. Brightwell, 1247 Kentucky st. F
H. B. Atkinson, 155 Woodford st. I
- 216--HUNTON, FIRE BLUFF, ARK., meet every Tuesday, 7:30 p.m., Redmen's Hall, 4th and Pine st.
D. L. Anderson, 624 Georgia st. O
O. P. Bond, 618 E. 2nd av. F & I
- 217--CHAMPLAIN, WHITEHALL, N. Y., meet alternate Sundays at 12 noon, K. O. T. M. Hall.
D. F. Morrill, North Creek, N. Y. O
W. J. Rivers. F
John Nichols, L. Box 647. I
- 218--FRIENDLY HAND, MONTPELIER, O., meet 2d & 4th Mon. 2 p.m., I. O. O. F. Hall.
N. F. Gould, Box 500. O
R. J. Luxan. F & I
- 219--GARFIELD, MARSHALL, TEX., meet alternate Thursdays, 1:30 p.m., K. of P. Hall.
J. J. Jordan, 507 W. Houston av. O
W. H. Green, 620 East Burlington st. F & I
- 220--ROODHOUSE, ILL., meet 1st & 3d Sunday, Odd Fellows Hall.
W. P. Strunk. O
J. W. Pitt. F
W. Caney, North st. I
- 221--HUNTINGTON, IND., meet every Sunday, 2 p.m., Engineers' Hall, Jefferson st.
Clinton Butler, 30 Henry st. O
Wm. McClure, 608 Jefferson st. F & I
- 222--WANWATCHEE, SALT LAKE CITY, UTAH, meet 1st & 3d Thursday, 7:30 p.m., K. of O. Hall, 21 West 1st South st.
Abel Presce, 323 N. 4th 4th West st. O
Thos. J. Bult, 1017 W. 3rd N. st. F & I
- 223--CENTRAL CITY, BRIMA, ALA., meet every Tuesday, 7:30 p.m., at 7:30 p.m., in R. R. Y. M. C. A.
J. J. Thomas, 23 Florence st. O
J. W. Green, 602 Lapaley st. F & I
- 224--AMERICAN, CITY OF MEX., meet every Monday, 1:30 p.m., 5a la Estrella, No. 107.
J. F. Harbour, 5a Guerrero 47. O
J. F. Edmonson, care of Mexican Na- tional 'Cantiago Shops'. F
J. H. Pengelly, care Mexican Nat'l Shops, Santiago, Mex. D. F. I
- 225--PADUCAH, KY., meet every Mon- day, 9 a.m., Campbell Building.
A. E. Mercer, 633 So. 15th st. O
E. L. Duke, 214 N. 15th st., Paducah, Ky. F
Tim Austin, 1012 Jefferson st. I
- 226--CARDIFF, FT. DODGE, IA., meet 1st & 3d Sundays.
F. E. Owen, 948 So. 8th st. O
B. F. Fox, Lock Box 125. F
H. A. Deering, 121 3d and Haskell st. I
- 227--WATERTOWN, N. Y., meet 2d & 4th Sunday, 2:30 p.m., K. of P. Hall, Room 58 Taggart Bldg.
S. F. Shepard, 722 Madison st. O
F. W. Smith, 162 N. Meadow st. F & I
- 228--SHOSHONE, FOCATELLO, IDA., meet every Saturday, 2 p.m., in Masonic Temple.
M. Derham, 441 N. Arthur av. O
L. D. Brown, Box 25. F & I
- 229--QUEEN OF MIDLAND, MASON CITY, IA., meet 2d Sunday, at 10 a.m., and 4 Tues. at 2 p.m., Woodmen's Hall.
W. H. Tyson, 722 Madison st. O
W. J. Pagenhart, 411 W. 12th st. F
Jas. B. Gile, 422 West 10th st. I

320-STEFANOS, MERIDIAN, MISS., meet 1st & 3d Sunday, 2:30 p.m., B. of L. E. Hall, 26th av. and 6th st.
H. V. Schlager, 4026 South st. F & I
A. S. Finch, 525 1st st. F & I
W. D. Calbreath, 319 40th av. F & I

321-JACK CHRISTIE, CHICAGO, ILL., meet 1st & 3d Sunday, at 7:30 p.m.
R. & H. Hall, 161 East Randolph st.
Chas. M. Smith, 55 B. Albany av. C
Thos. J. Finn, 5616 Lafayette av. F & I

322-NATIONAL PARK LIVINGSTON, MONT., meet every Monday, 2 p.m.
A. O. Wilson, 108 N. Ost. C
Geo. H. Pierce, 116 So. Ost. F
William Dean, 129 East Chinook st. F

323-WILLIAM GALLOWAY, HAGERSTON, MD., meet 2d & 4th Wednesday 7:30 p.m., 1st Rose Hall.
J. A. McTaggart, 21 High st. C
W. N. Fleigh, 201 Elizabeth st. F & I

324-DE SOTO, TOPEKA, KAN., meet 2d & 4th Sunday 3 p.m., K. of P. Hall, 6th and Quincy sts.
O. McGinnis, 816 Madison st. C
John N. Kelly, 311 West 12th st. F
Charles Jones, 517 Monroe st. F & I

325-UNITY, UNION MILL, N. J., meet alternate Sunday, 8 p.m., Masonic Temple, cor. Fulton st. & Bergenline, Union Hill.
James Roe, Fisher av., New Durham, N. J. C
Henry Grimm, 219 Second st., Weehawken P. O. F
Wm. H. Umpleby, 629 4th st., Weehawken P. O. F & I

326-COLUMBIA, PORTLAND, ORE., meet 2d & 4th Monday, 1:30 p.m., Davis Hall, Russell st.
J. George, 761 Rodney av., Sta. B. C
A. E. Curtis, 173 Morris st., Sta. B. F & I

327-FORT SCOTT, KAN., meet every Monday at 2:30 p.m., W. O. W. Hall, So. Main st.
W. D. Daniels, Fremont Hotel C
Geo. W. Wood, 223 S. Broadway F
J. T. Richardson, 325 S. Barber st. F & I

328-TACOMA, WASH., meet every Sunday 10 a.m., in I. O. E. Hall, cor. 26th and East C sts.
R. W. Copeland, 2706 East C st. C
W. H. Morris, 1019 E. Harrison st. F
L. Champlin, 912 E. 2nd st. F & I

329-NOLTON, KNOXVILLE, TENN., meet Mondays, 9 a.m., in French & Roberts Bldg., cor. Gay and Depot sts.
O. A. Trainum, 1121 Stewart av. F & I
J. D. Bishop, 600 Richard st. F & I

330-FOUNT EDWARD, SARNA, ONT., meet alternate Thurs. 8 p.m., C. O. F. Hall, Front st.
H. Spratt, 394 Russell st. C
James Copeland, 140 Favy st. F
J. B. Wilson, Box 488. F & I

331-ALTOONA, WIS., meet 1st & 3d Sundays, 2:30 p.m.
Stephen Keating. C
A. D. Brewer. F
J. O. Enockson, L. Box 241. F & I

332-J. R. COLLINS, ENNIS, TEX., meet 2d & 4th Mon. at 1 p.m., in Y. of P. Hall.
James Walker, N. Sherman st. C
R. F. Brumback, 1007 No. McKinney st. F & I

333-KAMINSKI, FORT WILLIAM, ONT., meet Nauti Hall, Simpson st., 2d & 4th Tuesdays each month.
Wm. Hannerhasset, 119 Brodie st.
Hy. Mills, 438 McKenzie st. F
A. McArthur, 120 Deane st. F & I

334-CORNING, N. V., meet 1st & 3d Sunday, 3 p.m., Odd Fellows Hall, East Market st.
I. L. Switzer, 31 E. Erie av. C
Wm. Brewer, 87 E. 3d st. F
Jesse Newell, 65 E. 1st st. F & I

335-CHARLESTON, ILL., meet 2d & 4th Sunday, 2 p.m., B. L. E. Hall.
C. E. Long, 385 Polk st. F
John Darigan, 124 5th av. F & I

336-EVANSVILLE, IND., meet 1st & 3d Friday, 7:30 p.m., over Evans Hall, 6th & Locust st.
Robt. Skinner, 604 William st. C
Chas. Sansom, 1054 Cherry st. F
M. Hoffman, 1501 East Franklin st. F & I

337-HALIFAX, NOVA SCOTIA, meet 2d & 4th Sun., St. Marks Hall, Campbell Rd.
John Rose, 27 Russell st. C
James Stockall, 47 Campbell rd. F & I

338-JOHN MILL, KLEHART, IND., meet every Sunday at 8 p.m., B. L. E. Hall, 614 S. Main st.
F. E. Smith, 1074 N. 5th st. C
James H. Calkins, 129 Divis'n st. F & I

339-LEDYARD GREEN BAY, WIS., meet 1st & 3d Sunday, 2 p.m., K. P. Hall.
J. A. Strathern, 8. Kaukauna, Wis. C
L. S. Wandell, Box 23, S. Kaukauna, Wis. F
J. J. Clark, 409 No. Maple av. F & I

340-STUBBS, PA., meet 2d & 4th Sunday, 1:30 p.m., Hasler Bldg. Market Sq.
Ruben F. Krohn, 148 Walnut st. C
O. C. Bowen, 338 B. 2nd st. F & I

341-BATON, NEW MEX., meet 2d Tues., 2:30 & 4th Tues., 7:30 p.m., Mendelsohn Block, Cook av.
Frank Snell. C
S. T. Ruby, 424 So. 3d st. F
Geo. A. Norman, 444 So. 4th st. F & I

342-ARKANSAS VALLEY, NEWTON, KAN., meet 1st & 3d Mon. 1:30 p.m., K. P. Hall.
Geo. H. Arnold. C
Linden O. Woodbury, 809 West 7th st. F
J. K. Trouslet, 305 W 5th st. F & I

343-GARDEN CITY, CHICAGO, ILL., meet 2d & 4th Sunday, 2 p.m., Metropolitan Hall, 44th av. and Harrison st.
H. W. Kendall, 2282 Congress st. C
M. M. Stetler, 2217 Congress st. F & I

344-OIL EXCHANGE, SALAMANCA, N. Y., meet 1st & 3d Sunday at 2 p.m., in Grandall Hall.
W. S. Putnam, Room 21, Nies Bk. C
Elmer N. Godfrey, 167 E. State st. F
D. H. Hall, 11 W. Weber av. DuBois Pa. F & I

345-TUSCARAWAS, DENNISON, O., meet 1st Sun. & 2d & 4th Tues., 1:30 p.m., K. of C. Hall, 4th and Center sts.
T. O. Wright, 30 5th st. C
E. Young, Box 946. F
M. Cahaney, Box 81. F & I

346-MYRTLE, SAVANNAH, GA., meet 2nd & 4th Sun., 2:30 p.m., K. of P. Hall Barnard and York sts.
J. W. Urquhart, 118 Huntington, W. C
O. Barnwell, 302 Bolton st. East. F
A. H. Lodge, 302 F. Henry st. F & I

347-ONOKA, MATCH CHUNE, PA., meet 2d & 4th Sunday, 2 p.m., Hess Hall.
Mauch Chunk, Pa. C
John H. Warg, R. F. D. Sugarloaf, Luzerne Co., Pa. F
T. Lindemuth, 5th st. E Mauch Chunk Pa. F & I

348-MT. ROYAL, MONTREAL, CAN., meet 1st & 4th Sun., 2 p.m., Lafortier's Hall, 47 Aylwin, cor. St. Catherine St. W. Farley, 18 Marlborough st., Hochelaga, P. Q. C
J. G. A. Brasseau, 164 Aylwin st., Hochelaga, P. Q. F & I

349-EASTON, PA., meet 2 & 4 Sunday, 1:30 p.m., 9th & Washington sts.
E. R. West, 236 Iron st. S. S. C
Wm. West, 229 Valley av. F & I

350-ASHFALL, O., meet 1st Mon. 7:30 p.m. & 3d Sun. 2 p.m., Hickok's Block, Main st.
W. N. Bannister, 199 Prospect st. C
W. E. Boynton, 324 West st. F & I

351-HEBRINGTON, KAN., meet 2d & 4th Sun., 9 a.m., Odd Fellows Hall.
J. P. Scott. C
W. A. Thompson. F & I

352-MINOTIA, MONT., meet 2d & 4th Sunday, 2:30 p.m., Odd Fellows Hall.
E. B. Quimby, 215 E. Railroad av. C
J. O. Anderson, 735 A st. F
A. Butzerline, 605 Alder st. F & I

353-WILKESBARRE, PA., meet 2 & 4th Sunday, 2:30 p.m., G. A. R. Hall, So. Main street.
W. H. McDonnell, 145 Madison st. C
Wm. J. Harvey, 130 So. Grant st. F
Chas. McGrossen, 50 B. Hancock st. F & I

354-MESA, SAN MARCIAL, N. M., meet every Tuesday, 7:30 p.m.
J. W. Lyons. C
J. K. DeHart. F
T. O. Moosman, Box 83. F & I

355-FEE DEK, FLORENCE, S. C., meet Sundays, 3 p.m., Masonic Hall.
W. G. Gentry, Box 464. C
J. L. Wyrone, Box 121. F & I

356-GLADSTONE, NICH., meet 1st & 3d Sunday afternoon, Fraternity Hall, Delta av.
Geo. N. Ward. C
Wm. C. Prates. F & I

357-SWANNANOVA, ASHEVILLE, N. C., meet 2d & 4th Sun. 10 a.m., K. of P. Hall, So. Main st.
W. W. Pitts, 76 Park av. C
R. G. Harvey, 367 W. Haywood st. F
H. H. Bullivan, 244 Patton av. F & I

358-ELKHORN, NORFOLK, NEB., meet every Thursday 2:30 p.m.
Geo. C. Parker, R. F. D. No. 4. C
G. J. Hibben, 612 So. 3d st. F
Patrick Crotty, 1104 Cleveland st. F & I

359-LONG ISLAND, LONG ISLAND CITY, F. I., meet 1st Wednesday, 11 a.m., & 3d Saturday, 8 p.m., Masonic Hall, 3d st. and Vernon av.
Wm. Norrie, 14 6th av., White Stone, L. I. C
Jas. Mason, 115 DuPont st. Brooklyn, N. Y. F
Joseph Wohlafka, 50 Bay st. Jamaica, L. I. N. Y. F & I

360-NEDESHA, KAN., meet every Monday, 7:30 p.m., Pierce's Hall.
O. F. Jewell. C
G. W. Fletcher. F
W. B. Dale. F & I

361-ALLINGHAM, COVINGTON, KY., meet 1st & 15th each month, 9:30 a.m., New Kentucky Post Bldg., 623 Madison av.
R. H. Chalkley, 1625 Holman av. C
F. W. Robertson, 1666 Holman av. F
J. O. Green, 1707 Scott st. F & I

362-PAIRVIEW, ASHLEY, F. A., meet 1st & 3d Sun., 1 p.m., Doney's Hall, Main Frank Barklie, Hartford st. C
Thos. Cole, 22 Timpon st. F & I

363-CORRATT, O., meet 2 and 4 Sun., 2:30 p.m., Odd Fellows Hall.
O. H. J. Rosmer, 414 State st. C
W. J. Raynor, 517 Main st. F
Geo. Henry, 610 State st. F & I

364-SILVER BOW, S. BUTTE, MONT., meet 1st & 3d Saturday, 7 p.m., Froot Hall, St. Malec, Silver Bow, Mont. C
Chas. Fredrickson, 1114 California av. F & I

365-PENSAOLA, FLA., meet every Monday 9:30 a.m., Odd Fellows Hall.
Thos. Muller, 1917 E. Gadsden st. C
W. H. Miller, 808 E. Wright st. F & I

366-SARASOTA, SARASOTA, FLA., meet 2d & 4th Sunday, 2:30 p.m., Gurney's Hall, 314 & 316 Washington av.
Thos. P. Gaylor, 511 N. Lincoln av. C
R. W. Cox, 352 W. Young av. F
C. Aschelman, 811 W. E. st. F & I

367-WILLARETTE, PORTLAND, ORE., meet 1st & 3d Tuesday, at 11 a.m., Alinsky Bldg., 3rd & Morrison.
F. J. Connolly, 458 E. 13th st. N. C
S. Crow, 280 E. 2d st. N. F
Joe Kehos, 180 E. 7th st. Portland. F & I

368-SILVER CITY, ARGENTA, ARK., meet every Wednes. 8 p.m., Vogel's Hall.
E. H. Buck, 308 Main st. C
A. Maday, 217 W. 3rd st. F & I

369-PLEASANT VALLEY, DICKINSON, N. DAK., meet Sat., 7:30 p.m., B. L. E. Hall.
O. D. Litch. C
W. Nickels. F
M. Drury. F & I

370-BRADFORD, PA., meet 1st & 3d Mon., 7:30 p.m., Newell Hall, Main & Webster sts.
C. H. Alger, 109 William st. C
M. W. Nelson, 85 Miller st. F & I

371-VICKSBURG, MISS., meet 1st & 3d Sun., 7:30 p.m., over Citizens Bank.
J. F. Behr, 1009 Marshall st. C
J. H. Garvey, 205 Bridge st. F
Edw. Garvey, 214 Grammer st. F & I

372-F. RICHARDSON, ALBION, PA., meet 2d & 4th Mon. afternoon 1 O. O. F. Hall.
E. A. Gordiner. C
Lambert O'Connors. F
H. B. McDowell. F & I

373-LELAND STANFORD, WT. OAKLAND, CAL., meet Wednesday, 7:30 p.m., Masonic Hall, Peralta st., between 7th & 8th sts.
E. H. Baker, 1487 11th av., East Oakland, Cal. C
E. O. J. Ralston, 1117 Poplar st., Oakland, Cal. F
J. H. Taylor, 944 Chestnut st., Oakland, Cal. F & I

374-TIGRANT VALLEY, GRAPTON, W. VA., meet Tuesdays, 7:30 p.m., K. P. Hall, W. S. Phillips, 514 Walnut st. C
Geo. A. Deck, 344 W. Washington st. F & I

375-MANNOTH SPRINGS, THAYER, MO., meet every Mon. 2 p.m., I. O. F. Hall.
L. J. Baker, Box 245. C
Jacob Myers, Box 266. F
W. B. Holmes. F & I

376-GRAND RIVER VALLEY, GR. RAPIDS, NICH., meet 1st & 3d Sunday, 2 p.m., B. L. E. Hall, Walsh Bk., 8 Division O. O. Andrews, 259 7th av. C
E. W. Richmond, 104 1st av. F & I

377-JERRY C. BURLEY, ALTOONA, PA., meet 1st, 3d & 4th Sunday, 2 p.m., Pythian Hall, Stehle Bk., 11th av., between 11th and 12th sts.
J. W. Fluke, 1609 7th av. C
A. F. Anzman, 1918 W. Chestnut av. F
W. B. Stahl, 550 11th st. F & I

378-GEN. WINSLOW, E. SYRACUSE, N. Y., meet 1st & 3d Monday, 7:30 p.m., Masonic Hall, Manlius st.
Arthur Vantyne. C
J. H. DeSals, Box 440. F & I

290—VINCENNES, WASHINGTON, IND., meet 1st & 3rd Sunday, 2:30 p.m., W. Walnut st., Fire Station.
Byron Robinson, 900 W. Main st. O
B. A. Robinson, 908 W. Main st. F
F. L. Nimsch, 1308 W. McCormick av. I

290—HEADING, W. SUPERIOR, WIS., meet 1st & 3d Sunday, 2:30 p.m., Maryland Hall.
D. F. Antry, 1111 Cummings av. O
M. T. Osborn, 1206 Harrison st. F & I

291—PETERSBURG, CREWE, VA., meet 2d Fri. & 4th Sun., 2:30 p.m., Masonic Hall.
P. J. Orannis, Box 4. I
T. J. Collings. I
J. M. Kidd. I

292—CHUTE, MIDDLETON, N. Y., meet 1st Sun, 10:30 a.m. & 3d Sun. 2 p.m., Macaobes Hall, 55-57 North st.
Chas. Tierney, 27 Broad st. C
John Dunham, 583 North st. F
M. J. Quinn, 16 Albert st. I

293—KEVSTON, ALLEGHENY, PA., meet 2d Sunday, at 2:30 p.m., 4th Monday, 8:30 p.m., Penn av. and Bidwell st.
F. Johnston, 103 Laurel av. Ben Avon, Pa. C
G. B. Fletcher, 1414 Chartier st. F
J. W. Keys, 610 11th st., Beaver Falls. I

294—FORT DEARBORN, CHICAGO, ILL., meet 2d Monday, 1 p.m., & 4th Sunday, at 8 p.m., W. Lake & Francisco av.
John J. Dwyer, 55 N. California av. C
Chas. E. Grice, 115 No 54th av. F
O. C. Putnam, 535 Fulton st. I

295—FAIRDALE, TORONTO JUNG. ONT., meet 1st Sunday, at 12:00 p.m., 120 St. James Hall, Dundas & Pacific av.
A. Scruton, 63 Mackenzie Crescent, Toronto, Can. C
W. B. Carruthers, 29 Law st. F
J. Neilson, 45 Pacific av., West, Toronto, Ont. I

296—LOANIN, O., meet 1st & 3d Sunday 2 p.m., 2d & 4th Mon. 9 a.m., E. Works Hall, 3d av., opp. Bus. Office.
G. W. Nicholson, 232 Charles st. F & I

297—GREEN BAY, WIS., meet 1st & 3d Sunday, 2:30 p.m., 1st & 3d Sunday, 2:30 p.m., 120 State st., Duchesne Block, Main st.
Geo. Shequin, 124 N. Oakland av. C
R. H. Thompson, 233 So. Maple av. C
P. H. Deguire, 600 Crook st. C

298—W. L. 80077, ERIE, PA., meet 2d & 4th Sun., 1:30 p.m., 1220 State st.
G. B. Northrup, 63 W. 11th st. C
G. H. Fletcher, 202 E. 1st st. F
H. E. Pines, 723 2nd St. I

299—D. E. NICHOLS, AMARILLO, TEX., meet every Sun. 8 p.m., Union Hall.
E. P. Cooley, 602 3rd Garden av., Rowell, N.M. F
Henry C. Lewis, 900 Lincoln st. I

300—LAKE MICHIGAN, MICHIGAN CITY, IND., meet 1st & 3d Sunday, 2 p.m., I. O. F. Hall.
P. J. Crowe, Washington st. C
James Mulqueeny, Michigan st. C
J. J. Conroy, 112 Court st. I

301—CENTRAL, BOANER, VA., meet 2d Sun. 1:30 p.m., & Mon. 9:00 p.m., opp. Mon. following 2d sun., Red Men's Hall, cor. Campbell av. & Henry st.
W. L. Ranson, 412 Patterson av. S.W. O
R. L. Evans, 622 6th av. S.W. F & I

302—LAKE, CHICAGO, ILL., meet 2d & 4th Saturday evenings, Schell's Hall, Wentworth av. and 61st st.
Wm. H. Logan, 634 E. 51st st. C
Geo. Bodley, 103 Wentworth av. F
T. Lowe, 437 Princeton av. I

303—INGHAM, CHADRON, NEB., meet 2d Sunday, 2 p.m., Masonic Hall, Main st.
Henry Stear. I
Fred Sharrar. I
Wm. M. Cooley, L Box 87. I

304—LESTER ADAMS, SAGINAW, MICH., meet 1 & 2 Sun., Lester Adams Hall.
Frank McGarity, 1108 Carroll st. C
F. G. Hatawek, 638 B. Woodcock av. I
Robt. E. Hatawek, 638 B. Woodcock av. I

305—J. G. MULL, MALDEN, VA., meet 1st Sunday, 8 p.m. & 3d Sunday 1:30 p.m., Clunee Hall, Main st.
O. T. McCormack, Box 681. I
Frank C. Cording. I
Byron Tanner. I

306—CRESTLINE, O., meet 1st & 3d Monday, 1:30 p.m., Firemen's Hall, Jeweler's Bldg.
H. C. Burnett. I
H. E. Cotner, 212 Columbus st. C
M. Brandt, Columbus st. I

- 602—G. E. SMITH, DUNMORE, PA., meet 1st & 3d Sunday, 2 p.m., B.L.E. Hall, E. & W. Depot.
A. O. Snyder, 6th and Dudley sts. C
W. S. Grant, 514 Burke st. F & I
- 604—GEO. W. TILTON, CHICAGO, ILL., meet 2 Sunday, 9:30 a. m., 4 Thursday, 1 p. m., Hall, 2074 W Lake st. Frank Larabee, 1828 Carroll av. C
Wm. J. Coleman, 1613 Park av. F
S. D. Lerch, 1965 Washington B'vd. I
- 605—MILWAUKEE, WIS., meet 2d Sunday, 2 p.m., and 4th Sunday, 7:30 p.m. Schubert Theatre Hall, Milwaukee st., betw. Wisconsin & Michigan sts. Wm. Gibson, 945 Case st. C
R. C. Miller, 316 Mineral st. F & I
- 606—CONKATGH, PA., meet 1st & 3d Sun., 1:30 p.m., B. L. E. Hall, Main st. D. W. Good, Box 108. C
John Hoy, 120 cor. 2d & Oak sts. F
Thos. P. Cassidy, 32 Main st. I
- 607—A. L. TYLER, ANNISTON, ALA., meet 2d and 4th Sunday, 10 a. m., Blue Mountain Hall.
D. L. Harmon, 1624 Wilmer av. C
O. W. Buckitt, 1613 Noble st. F & I
- 608—KANAWHA, MIDDLEPORT, OHIO, meet 2d & 4th Sunday, 9 a. m., K. of P. Hall, cor. 2d & Rutland sts. L. A. Starkey. C
Thos. A. Riley, Box 581. F
L. A. Fulcher. I
- 609—MC CLINTOCK, COLUMBUS, GA., meet every Sat., 8 p.m., Royal Arcanum Hall, 1st and 2d, over Britt's store. Kirby Post, 1318 17th st. C
John Williams, 924 4th av. F & I
- 610—WM. HANSEN, EVANSVILLE, IND., meets 1st & 3d Sun., 2 p.m., B. of L. E. Hall, 3d & Pennsylvania sts. Geo. Seiber, 1005 W. Michigan st. C
T. N. Hill, 109 Fountain av. F
W. F. Rogers, 1007 Fulton av. I
- 611—MAHONING FAIRBANKS, OHIO, meets 2d & 4th Sun., 2 p.m., Woodmen's Hall. J. T. Wolf, W. Jackson st. C
O. Chas. R. Spaulding, 801 Prospect st. F & I
- 612—LEAVENWORTH, KAN., meet 2d & 4th Saturday, 7 p.m. Jas. P. Garvey, 721 Dakota st. C
W. W. Brownhill, 230 Delaware st. F & I
- 613—CYCLOPE, MELROSE, MINN., meet 2d & 4th Sun., 2:30 p.m., K. of P. Hall. Harvey Row, Box 268. C
E. J. Stone. I
- 614—H. H. COLEMAN, LEBANON, PA., meet 2d & 4th Sunday, 1 p.m., K. P. Hall, 7th & Cumberland. J. Wager, 322 Partridge av. C
R. S. Malsberger, 900 Cumberland st. F
Jacob Brandt, 349 N. 10th st. I
- 615—GRANITE, BLUE CANYON, CAL., meet every Tuesday, 2 p.m., Masonic Hall. O. H. Kearns. C
B. E. Talbot. F & I
- 616—CHARTERS VALLEY, CARMEL, PA., meets 2d & 4th Wed., 8 p.m., Masonic Hall, Main and Broadway. F. H. Knox, 607 Dick st. C
Geo. B. Keech, 15 Hodgson av. Ingram, Pa. F
Robert Ramsey, 438 Broadway. I
- 617—HARMONY, PEORIA, ILL., meet 1st Saturday, 7:30 p.m., 4th Sunday, 2 p.m., Odd Fellows Hall, So. Madison and Liberty sts. James Ewing, 921 No. Glendale. C
R. M. Orr, 211 4th av. F
W. J. Osterhout, 723 Oakland av. I
- 618—SILLOWAY, MECHANICVILLE, N. Y., meet 2d & 4th Sunday, 2 p.m., I. O. F. Hall. D. J. Keilhan, 19 Saratoga av. C
James Connor, 415 Spring st. F & I
- 619—KINGS COUNTY, BROOKLYN, N. Y., meet 2d Sunday, 10:30 a.m., 4th Saturday, 8 p.m., Penn-Fulton Hall, cor. Penn av. & Fulton st. Geo. J. Ring, 42 Wyona st. C
M. O. Baldwin, 761 Hancock st. F
E. F. Colbath, 60 Grand st., Union Course, L. I. I
- 620—M'QUEEN, TWO HARBORS, MINN., meet 2d & 4th Sunday, 2:30 p.m., Masonic Hall. W. H. Blake. C
Paul Tingertal. F
A. N. Hunter, Box 6. I
- 621—J. D. LATYNG, EAST BUFFALO, N. Y., meet every Wed. ev'ng. 600 Welden. John W. Davis, 34 Burgard Pl. C
W. F. Olewine, 505 Walden av. F & I
- 622—GOODLAND, KAN., meet every Wednesday, 2 p.m., Masonic Hall. P. J. McBride, Box 182. C
H. K. Adams. F
E. C. Wiley. I
- 623—TUSCUMBIA, ALA., meet 2d and 4th Sunday, 9 a.m., Masonic Hall. W. W. White. C
S. J. Ferguson. F
E. O. Mays, 602 W Holmes st., Huntsville, Ala. I
- 624—JESSEY SHORE, PA., meet every Monday, 7:30 p.m., Firemen's Hall, Miller blk., cor. Allegheny & Broad sts. B. R. Atherton, Box 286. C
A. F. Hinkley, box 554. F
L. E. Scherer, Box 604. I
- 625—A. J. STEVENS, DUNSMITH, CAL., meet every Wednesday 2 p.m., at Brantstetters Hall. J. M. Chandler. C
Wm. Nelson, Jr. F
H. Wentz. I
- 626—WILLIAM L. ALEXANDER, NEW ORLEANS, LA., meet 1 Monday, 1 p.m., 3d Monday, 8:30 p.m., I. O. O. F. Hall, Camp st. J. H. Miller, 1630 Elysian Fields av. C
Geo. B. Brandon, 3228 Tulane av. F
John Givira, 1426 Magnolia st. I
- 627—W. M. REILLY, YOKINE, TEX., meet every Sunday, 9:30 a.m. A. J. Fetterly. C
D. E. LaLonde, box 246. F & I
- 628—WIZPAH, ST. LOUIS, MO., meet 2 & 4 Tuesday, 1:30 p.m., Rock Spring. Turner Hall, Bayle & Chouteau av. W. H. Van Horn, 4069 Castleman av. C
O. W. Schank, 4820 Gibson av. F
J. W. Morrill, Pacific Mo. I
- 629—GALTON, PA., meet 2d & 4th Sunday, 9:30 a.m., Masonic Hall. W. E. Van Steamburg. C
O. Thas. E. Heath. F
Ira Stratham, First st. I
- 630—TRINIDAD, COLO., meet 2d & 4th Sun., 2 p.m., I. O. O. F. Hall, Main st. Thos. O'Neill, 318 East Baca st. C
J. H. Pilkington, 521 E. 1st st. F
K. Birchard, 311 Frost av. I
- 631—BLUE VALLEY, FAIRBURY, NEB., meet every Thursday, 2 p.m. J. A. Cuykendall. C
O. B. Porter, 927 8th st. F
Nat. Downs, 912 6th st. I
- 632—LUXAPALLA, AVONDALE, ALA., meet every Sunday, 8:30 a.m., Moore's Hall. Geo. F. Garrett, 4302 2d ave South. C
J. S. May, Box 28. F & I
- 633—A. GUSTIN, HOISINGTON, KAN., meet 1st & 3d Tuesday, 8:00 p.m., Masonic Hall. H. J. Folsom. C
E. H. Heath, Box 315. F
R. B. Dolan. I
- 634—G. M. HALLSTAD, ELNIRA, N. Y., meet 1st & 3d Sunday, 2 p.m. W. H. Schroeder, 1355 Lake st. C
Thos. Feeser, 530 Irvine Place. F
Frank L. King, Alice Francis Hotel. I
- 635—FLORAL, HAWLET, N. C., meet 2d & 4th Sunday, 2 p.m. F. W. Farmer. C
J. R. Gordon, box 237. F & I
- 636—ALABAMA GREAT SOUTHERN, BIRMINGHAM, ALA., meet every Thursday, 2 p.m., Magnolia Lodge, I. O. F. Hall, 3rd ave. S. O. Parker, 2230 Fifth av. C
W. E. Jones, 2104 ave. H. F
B. H. O'Brien, 2704 Av G. I
- 637—T. WOLFKEILL, CYBERLAND, MU., meet every Tues., 1:30 p.m., I. O. O. F. Hall. D. E. Fisher, 2 Columbia st. C
C. A. Reed, 102 Virginia av. F
E. B. Creel, Grand av. I
- 638—J. M. GALBRAITH, LAREDO, TEXAS, meet every Sun., 2 p.m., K. P. Hall. J. Dowling, 1104 Houston st. C
E. H. McKay, 2011 Matamoros st. F
Phil Scott, 1604 W Victoria st. I
- 639—BAY STATE, ALLSTON, MASS., meet 2d Sun., 2 p.m., 4th Sun., 10:30 a.m., Odd Fellows' Hall. H. B. Lovell, 414 Irving Terrace. C
A. A. Snow, 10 Wadsworth st. F
J. E. Dillingham, 6 State st., Milford, Mass. I
- 640—PLEASANT RIVER, HENDERSON, W. V., meet 1st Mon. & 3 Tue., 1:30 p.m. E. E. Ames, Box 268. C
C. H. Small, Box 66. F
John T. Bailey. I
- 641—JAN. M. MOON, SYRACUSE, N. Y., meet every Monday, 2 p.m., Bazaar Bk. Genesee st. Chas. Sammons, 538 Burnett av. C
John Scanlon, 20 E. Jefferson st. F
E. Bosley, 211 University av. I
- 642—ANT. FORNFELT, MO., meet every Thursday, 7:30 p.m., K. of P. Hall. J. Henderson, 316 Oak av., Jonesboro, Ark. C
W. E. Smith, 715 Main st., Jonesboro, Ark. F & I
- 643—COURT D'ALENNE, STARKVILLE, MISS., meet 1st & 3rd Sat., 2:30 p.m. G. O. Barnhart, 2808 E. 3rd av., Spokane, Wash. C
J. H. Roddy. F
J. J. Lawlor, East 311 Sharp avenue, Spokane, Wash. I
- 644—E. L. RUSSELL, MURPHYSBORO, ILL., meet 2d & 4th Mon., 1:30 p.m., K. of C. Hall. F. P. Grifth, 130 So. 17th st. C
O. E. Ward, 310 So. 18th st. F & I
- 645—JOHN W. ARLSON, PT. SHIRM, ARK., meet every Monday, at 1:30 p.m., in K. of P. Hall, 716 Garrison av. W. S. Clark, 1007 N 5th st. C
J. L. Haley, 1424 N. 5th st. F
M. M. Gates, Midland Heights. I
- 646—RICH F. KATZ, ALBUQUERQUE, N. M., meet Thursday, 2 p.m., K. of P. Hall. H. J. Rehder, 611 So. Broadway. C
O. Fred W. Lee, 711 So. Arno st. F
John Rueb, 718 So. Arno st. I
- 647—BILLEY, E. O., meet 1st and 3d Sunday, 2 p.m., B. L. E. Hall. G. A. Mullen, 138 Harkness st. C
James W. Jones, 604 E Main st. F
J. D. Cook. I
- 648—N. H. SMITH, ELLENFIELD, W. VA., meets every Sunday, 2 p.m., E. L. Bailey Bldg., Bluefield av. C
F. M. Bennett, 607 Highland av. C
O. W. Simpson, 422 Bluefield av. F
T. F. Weaver, 17 1/2 Agginsbrough av. I
- 649—MARSHALL, ARIZONA, meets every Sunday, 2 p.m., Masonic Hall. O. A. Culpepper, 6 Lee st. C
O. H. Rittenberry, 215 Brannon av. F & I
- 650—HT. TACON, TUCALOOSA, ALA., meets 1 & 3 Sun., 9:30 a.m., Elks' Hall. J. E. Collins, 2526 6th st. C
O. R. B. McPherson, 3503 7th st. F
D. B. Bettis, 122 Church st., Montgomery, Ala. I
- 651—SILVER STATE, DEVERE, COLO., meets every Mon. 7:30 p.m., Bernard Bk., 8th av. & Inca st. R. F. Goodman, 846 Lipan st. C
W. J. Jennes, 1067 Kalamath st. F
Geo. H. Scott, 1042 Clarkson st. I
- 652—M. W. OLIVER, BENNETT, PA., meets 1st & 3d Sunday, 1 p.m., American Mechanics' Hall. Wm. M. White, 121 Ohio st., Millvale sta., Allegheny, Pa. C
M. H. Butler, 409 So. Arch st., Connelville, Pa. F
A. N. Foula, Callery, Pa. I
- 653—POTOSI, SAN LUIS POTOSI, MEXICO, meets every Monday & 2 p.m., Engineers' Hall, 4th & Miller No. 1. F
H. Murray, 4 & Cabrera No. 1. C
J. D. Kennedy, 2 & Calle de Cabrera, No. 8. F & I
- 654—J. M. GUFFEY, YOUNGWOOD, PA., meets 2d & 4th Sun. 2 p.m., Love Bldg. R. W. Hart. C
W. H. Crook, Box 5. F & I
- 655—BLUE GRASS, LEXINGTON, KY., meets 2d & 4th Sunday, 6:30 a.m., Masonic Hall, 3rd st. W. E. Wilkie, 518 E. High st. C
O. L. H. Lewis, 305 E. High st. F
O. P. Graham, Aylesford Pl. I
- 656—NORFOLK, VA., meets 2d & 4th Sunday, 2 p.m., Pythian Hall—Hrambleton. W. H. Wassen, 312 Clay av. C
J. E. Henley, 122 Windsor. F & I
- 657—CENTENNIAL CITY, AIR LINE JUNCTION, O., meets 2d & 4th Sunday, 2 p.m., "Anthony Wayne" Hall, Broadway. Geo. Dougherty, 1260 Broadway, Toledo, O. C
F. O. Gamaster, 1212 Woodland av. F
O. E. Moulton, 2369 Lawrence av., Toledo, O. I
- 658—JOHN PLATER, CHICAGO, ILL., meets 2 Sat. 7:30 p.m. & 4 Sun. 2 p.m., Masonic Hall, 2811 Archer av. Peter Simons, 2336 36th st. C
J. A. Shearer, 325 Armour av. 2 Sat. F & I
- 659—DELOSS EVERETT, HARRISBURG, PA., meets 1 & 4 Sunday, 1:30 p.m., Maule Hall, 6th & Keler sts. Miles Coyle, 525 Peffer st. C
Wm. K. Drake, 2110 N. 8th st. F & I
- 660—W. J. HENPHILL, SPRINGFIELD, ILL., meets 1st & 3d Sunday, 2 p.m., Odd Fellows' Building, 6th Floor. O. W. Albaugh, 216 E. N. Grand av. C
E. M. Shield, 1055 North 6th st. F
O. D. Day, 132 E. N. Grand av. I

461—S. E. TINKER, WABASH, IND., meets every other Fri. 7:30 p.m., Red Men's Hall, Market & Wabash sts.
D. E. Garretson, 54 Elm st.
J. G. Saggetter, 165 N. East st.
Wallace McRoberts, 110 E. Maple st.
462—BORDER CITY, ARKANSAS CITY, I.A.N., meets 1st & 3d Monday, at 2 p.m., F. A. Hall.
J. O. Blonfang, 404 So. Ost.
W. O. Penfield, 1002 So. 3rd st.
J. E. Drennan, 408 So. Ost.
463—P. LEEDS, CORBIN, KY., meets every Monday, 1 p.m.
L. W. Pulliam
John J. Langan
L. F. Le Rue
464—D. E. WATT, PITTSBURGH, PA., meets 1 Sunday, Montanahela, at 2:30 p.m.; 3d Sunday in Ormsby, Weber's Hall, 10 a.m.; 4th Sunday in Brownsville at 1:30 p.m.
C. O. Stange, 155 East Main st., Montanahela City.
John W. Myer, 211 S. Jane st.
M. E. Hawkins, 628 Herron av.
465—RENOVA, RENOVA, PA., meets 2d & 4th Sunday.
Geo. H. Williams, Box 329.
Robt. E. Fleming.
W. K. Wright, Box 142.
466—JAS. B. CHANEY, BELLWOOD, PA., meets 1st & 3d Sunday, 1:30 p.m., I. O. O. F. Hall.
Ira Ketcher, Box 294.
W. A. Gordon, Box 214.
I. M. Watters, 4th st.
467—THORPE, PA., meets 2d & 4th Sunday, 1 p.m., I. O. O. F. Hall, Penn ave and Herald st.
J. O. Stratiff, Penna. av.
T. J. Van Booyce, 1461 Logan av.
L. W. Stonebraker, 1620 Columbia st.
468—GRU. W. WEST, CARBONDALE, PA., meets 2d Sunday, 2:30 p.m., 4th Sunday, 7:30 p.m., Pioneer Dime Bank Bldg.
E. S. Myers, 1648 Penn ave, Scranton, Pa.
S. W. Beach, 384 Canon st.
Grant Wadsworth, Childs, Pa.
469—DOXINON, OTTAWA, ONT., meets alternate Sundays, beginning April 7th, Burgess Hall, cor. Bank & Frank Byron Baker, 104 1st st.
Isaac Johnson, 137 Hawthorne av.
John King, 182 Cartier st.
470—RED RIVER VALLEY, EAST GRAND FORKS, MINN., meets 2d & 4th Sun., Woodmen Hall.
Geo. Snyder.
L. L. Moebeck, Grand Forks, Minn.
Fred Meeker, 327 N. 2d st., Grand Forks, Minn.
471—MINISOTA, TRENTON, MO., meets every Monday 1:30 p.m., B. of L. E. Hall, over Citizens' Bank.
H. M. Smith, 408 McPherson.
G. G. Hoffman, 511 Elm st.
J. F. Word.
472—DAVID McCARGO, PITTSBURGH, PA., meets 2d & 4th Sunday, 2 p.m., Arsenal Hall, cor. 3rd & Butler st.
L. H. Hilliger, 249 44th.
W. L. Gibbs, 230 Main st., Arsenal st.
473—CHERRILLAND, NASHVILLE, TENN., meets Mon's, 9:30 a.m., Odd Fellows' Hall, 7th av., N. & Church st.
J. R. Grieg, 210 Spring st.
E. F. Bowers, 324 18th av.
474—TWIN CITY, ST. PAUL, MINN., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall, 5th & Wash.
T. O. Jones, 475 Whitehall st.
Sam Howat, 2125 St Anthony ave.
Merriam Park, Minn.
A. H. Wales, 406 16th av., N. Minneapolis.
475—COLORADO, SMITHVILLE, TEXAS, meets every Wednesday, 7:30 p.m.
P. A. Neely.
J. S. Gallagher, Box 840.
476—ROSBURG, OREGON, meets every Monday, 7:30 p.m.
W. E. Everton.
O. F. Reibel, Grant's Pass, Ore.
G. L. Flint, Box 711.
477—SEABRIGHT, MCKEN, W. VA., meets 1st, 3d & 5th Sunday 1:30 p.m., & alternate Monday at 7:30 p.m., McChesney Hall.
J. M. Garvey, Box 96.
John Coxon, Box 28.
J. J. Cusack, Box 66.
478—G. O. CLINTON, JOLIET, ILL., meets alternate Thursdays, 7:30, Castle Hall.
Wm. T. Stone, 1110 Jackson st.
Ed. Ashford, 1612 E. Washington st.
R. P. Middleton, 114 Virginia st.

479—LATOUE, FAIRVILLE, ST. JOHN, N. B., meets 2d & 4th Sunday, I. O. F. Hall, King st.
H. R. Bartlett, Lancaster Heights.
D. C. Campbell, West End, St. John.
N. B. Bartlett.
480—DELTA, CINCINNATI, O., meets 2d Sunday, 1:30 p.m., 4 Thury, 7:30 p.m.
G. A. B. Hall, Hildgley & Eastern av.
Chas. S. Krumme, 707 Delta av., Sta. C.
F. A. Gardner, 3636 Eastern av.
481—G. B. GIBBENS, PARKERSBURG, W. VA., meets 1st & 3d Sunday, 2 p.m., K. of P. Hall, No. 404½, over P. M. Dry Goods Store.
J. F. Taylor, 1806 Spring st.
H. H. Hobensack, 4th st., Belpre, O.
J. J. Daniels, Main st., Belpre, O.
482—MILO EASTMAN, EAST TAWAS, MICH., meets 2d & 4th Sunday, 2 p.m., K. of P. Hall.
John L. Swarts, Tawas City, Mich.
C. L. Booney.
Thos. Kennedy, 608 Chisholm st.
Alpena, Mich.
483—NASHUA, N.H., meets 1st Sunday, 10 a.m., & 3d Sunday, 4 p.m., Mechanic Hall, Main st.
F. P. Holtz, 24 Belknap st.
L. W. Tighe, 6 Vernon st.
F. E. Warren, 8 Stark st.
484—ROSEMOUTH, ILL., meets 2d & 4th Sunday, 2 p.m., I. O. O. F. Hall, S. Main st.
M. W. Brady, 720 W. Archer av.
Geo. F. Bailey, 508 W. 2d av.
485—H. GRAVES, LOUISVILLE, KY., meets every Monday, 9:30 a.m., Odd Fellows' Hall, 6th & Walnut sts.
L. L. Cofer, 2325 W. Broadway.
L. W. Curley, 1615 W. Broadway.
486—ALLANDALE, ONT., meets 1st Sunday, 2:30 p.m., & 3d Tuesday, 8 p.m., K. of P. Hall, Fisher Bldg.
A. Wilkinson, Box 24.
John T. Clark, Box 28.
John Little.
487—A. E. VOINSON, ST. LOUIS, MO., meets 1st & 3d Monday, 8 p.m., Brighton Hall, Broadway & Salisbury.
John P. Collins, 118 North B st East St. Louis, Ill.
O. J. Walker, 5723 N. 26th st.
488—GRAND VALLEY, GRAND JUNCTION, COLO., meets every Tuesday, 1:30 p.m., Masonic Hall.
J. S. Kayburn, 124 No. Spence st.
E. B. Kooner, 363 Courcy.
E. M. Gilpatrick, 317 Grand av.
489—DANIEL HOOK, COVINGTON, LA., meets every Wednesday, 9 a.m., Osterholts Hall, 1916 Madison ave.
W. S. Lane, 18th & Madison ave.
Byron Hill, 1814 Garrard ave.
E. R. Mansson, Box 172, Latonia, Ky.
490—CORN PALACE, SIOUT CITY IA., meets 2d & 4th Sundays, 10 a.m., Odd Fellows' Hall, 707 Fourth st.
W. W. Bowers, 1511 Nebraska st.
John Hiney, 2300 East 2d st.
F. Leander A. Cline, 1503 Boulevard st.
491—S. H. CLARK, KANSAS CITY, KAN., meets 1st & 3d Saturday, in Old Masonic Hall, 6 & 7 Minnesota av.
P. H. Burns, 638 Sandusky av.
Jas. Corrigan, 634 River View av.
492—L. A. THOMAS, INDIANAPOLIS, IND., meets 2d & 4th Sunday, 2 P.M. O. B. O. Hall, 136 N. Delaware st.
A. E. Martin, Southport, Ind.
E. E. Davis, R. F. D. No. 30, Zionsville, Boone Co., Ind.
J. M. Beggs, 1617 Hoyt ave.
493—O. L. PIERCE, EAST TOLEDO, O., meets 1st Mon. 2 p.m.; 2d Tues. 8 a.m.; 3d Tuesday 7 p.m.; 4th Sun. 2 p.m., room 63, cor. Oak & Fawcett sts.
O. R. Seaman, 1360 Oak st.
H. B. Butte, 517 Walnut st., Toledo, O.
494—FLOUET CITY, MINNEAPOLIS, MINN., meets 2nd & 4th Sunday, 2 p.m., Masonic Hall, cor. Central & 25th aves., N. E.
J. E. Malthouse, 2541 Pierce st., N. E.
I. N. Morrill, 2509 Pierce st., N. E.
H. S. Martin, 2723 Folk st., N. E.
495—MONTGOMERY, ALA., meets Wednesday, 9:30 a.m., Eagle & Beaver's Hall, A. Brooks, 400 Dexter av.
H. J. McGrade, 312 No. McDonough st.
496—W. WILCOX, TEXARKANA, TEX., meets 1st & 3d Sun. 7:30 p.m., K. P. Hall.
J. Edwards, 906 State st.
W. A. Smith, 608 State st.
Wm. Wright, 806 Olive st.

497—COLUMBIA, TORREON, COAH., MEX., meets 1st & 3d Sunday, B. of L. E. Hall, F. H. Reynolds, Box 38.
Louis Baloun, Box 36.
498—JOHN H. WINDER, ARREVILLE, S.C., meets 1st & 3d Sun., 3 p.m.; 2d & 4th Sat., 8 p.m., K. of P. Hall, Public Sq.
H. B. Wilson, Box 61.
G. H. Hall Box 84.
499—J. R. VAN CLEVE, WHITEFISH, MONT., meets 2d & 4th Wednesday, 2 p.m.
O. E. Schoonover.
P. G. Gutensohn.
H. S. Landis, Box 222.
500—J. H. KELLY, CLEBURN, TEXAS, meets every Sunday, 2:30 p.m., O. R. O. Hall.
John R. Lee, 207 S. Anglin st.
Thomas Dec, 402 S. Robinson st.
Thomas May, 206 So. Whitest.
501—TARRANT, FT. WORTH, TEXAS, meets every Sun., 10 a.m., I. O. O. F. Hall, 1st & Throckmorton st.
W. L. Alexander, 701 E. Belknap st.
L. W. Hawley, R. F. D. No. 1, Box 62.
Jas. N. Doak, 1015 E. Weatherford st.
502—ST. WESTERN, KANSAS CITY, MO., meets 2d Monday, at 2 p.m., & 4th Saturday at 8 p.m., in I. O. O. F. Hall, Penn st., near cor. of 16th st.
W. T. Barker, 320 West High.
V. I. Kenick, 413 Genesee st.
E. S. Edwards, 2923 Mercer.
503—W. S. MORRIS, IOWA, ILL., meets 2d & 4th Sunday, I. O. F. Hall.
F. H. Williams.
Chas. L. Dolson, 304 N. Jefferson st.
B. E. Cobb, 343 Rice st.
504—C. A. BROADWATER, GT. FALLS, MONT., meets 1st & 3d Sunday, 2 p.m., Odd Fellows' Hall.
Joe. Houle, 720 2d av. N.
J. T. Campbell, 519 2d Ave. S. W.
505—ANCHOR, LAJUNTA, COLO., meets every Thur., 2 p.m., K. of E. Hall, Geo. A. Whitehead.
C. R. Ritter, 518 Cimarron av.
Ed. Robinson, 721 Cimarron av.
506—THOMAS FITZGERALD, BRISFOWICK, MD., meets 1st & 3d Sunday, 1:30 p.m., K. of E. Hall.
J. H. Yost.
R. H. Earle, Box 65.
W. E. Evans.
507—E. RUTLER, MORETT, MO., meets Mondays, 7 p.m., B. L. E. Hall.
Thomas Mansfield.
J. K. Smith.
Byron Callender.
508—TICONIC, RANGOR, ME., meets 2d & 4th Sunday, 2:30 p.m., McGuire Bld., cor. Main & Union st.
W. J. Boothby, 58 Dillingham st.
T. J. Ferry, 36 Walter st.
W. H. Welch, 31 March st.
509—JOHN J. CONRAD, HUNTINGDON, PA., meets 1st & 3d Sunday, 2 p.m., Brotherhood Hall, Penna. st.
W. Gibson, Washington st.
Geo. F. Godard, 1300 Millin st.
510—THUNDER CREEK, MOOSE JAW, SASK., CAN., meets 1st Monday aft. at 13:30 & 3d Tues. eve. at 13:30, Elks' Hall.
Wm. Pascoe, Box 698.
John McAllister, Box 616.
John Wellington, 71 High st.
511—KENOVA, PORTSMOUTH, O., meets 1 & 3 Sunday, 2 p.m., I. O. O. F. Hall.
O. F. Fink, 1301 Center st.
W. L. Bayless, 1322 Center st.
J. Q. Payne, 432 E. 11th st.
512—EGYPTIAN, EAST ST. LOUIS, ILL., meets 1st & 3d Sunday, 2 p.m., Geary's Hall, Main st.
M. Krewson, 409 Summit av.
W. J. Smith, 2619 Bond av.
513—JEFFERSON LEVY, CHARLOTTEVILLE, VA., meets 1st & 3d Monday, 1 p.m., Masonic Temple, E. Main & 5th.
L. D. Payne, 820 East Market st.
W. J. Jones, 218 Levy av.
O. C. Carter, 5 Belmont av.
514—JERE BAXTER, NASHVILLE, TENN., meets every Wednesday, 9 a.m., K. of P. Hall, 407 E. Union st.
O. W. Simpson, 20 Berrien st.
J. L. Bailey, 40 Green st.
515—SEVEN CASTLES, BASALT, COLO., meets every Wednesday, 2 p.m., I. O. F. Hall.
James Fahay.
A. M. Danielson, L. Box 16.
F. B. Willis, Cardiff, Colo.

516—E. W. WINTER, ST. PAUL, MINN., meets 1st & 3d Sunday, 2 p.m., Capital City Hall, 1089 West 7th st.
A. J. Leighton, 187 Smith av. O
Geo. E. Foster, 389 Daley st. F
T. T. Hart, 949 Grand ave. I

517—WILLIAM O. HEINIS, SEDALIA, MO., meets 1st & 3d Saturday, K. of P. Hall, 27 East 5th st.
J. H. Barker, 120 W. 5th st. O
Connie Doyle, 422 E 5th st. F&I

518—PALMERSTON, ONT., meets 2d & 4th Sunday, A.O.U.W. Hall.
Wm. Adams. O
John Ward, Box 86. F
Chas. J. Phillips, Box 68. I

519—COLUMBIAN, CHICAGO, ILL., meets 1st & 3d Saturday, 8 p.m., n. w. cor. 22d & Erie sts. S.
Chas. J. Schultz, 9750 Ewing av. O
John E. Davis, 5618 Armour av. F & I

520—EAST TUNTOON, ONT., meets 1st & 3d Sunday, at 2:30 p.m., Snell's Hall
D. J. Kerr, 2329 Gerrard st. O
T. J. Looney, 2136 Gerrard st. F & I

521—SILK CITY, PATTERSON, N. J., meets 2 Sunday, 10 a. m., & 4 Sat., 8 p. m., Sons of Veterans Hall, 145 Broadway
J. H. Schiner, 350 Edison st. O
O. Montano, 125 Magnolia av., Jersey City, N. J. F
James Havens, Box 267 Butler, Morris Co., N. J. I

522—WM. BRANLEY, CHICAGO, O., meets every Sun. 2 p. m., B. of L. E. Hall, Myrtle av.
E. J. Langbush. O
M. R. Kerr, Box 774. F
T. H. Douglas. I

523—CHICKASHA, CHICKASHA, OKLA., meets 1st & 2d Sun. Eagle's Hall, 100 1/2 So. Bickford st., El Reno, Okla.; 3d & 4th Sun. A. O. U. W. Hall, Chickasha, Okla.
W. A. Fox, 307 E. 9th st., Oklahoma City, Okla. F
H. A. Decker, L. Box 472. F
W. J. Fitzgerald, 702 So. Williams st., El Reno, Okla. I

524—UNIT, VLA BUREN, ARK., meets every Mon., 2:30 p. m., I. O. O. F. Hall
John Bab. O
E. Gipson. F
J. W. McIlwraith, Box 52. I

525—VALLEY JUNCTION, IOWA, meets 1st & 3d Sunday, 2 p.m.
J. Callahan. O
O. R. Conyers. F
G. W. Zener. I

526—HAWKEYE, BELLE PLAINE, IA., meets 1st & 3d Sunday, 8 p. m., in Firemen's Hall.
John Demond. O
O. P. Baxter. F
D. Shadle, L. Box 55. I

527—WICKY FREE, PITTSBURGH, KAN., meets every Monday, 2 p.m., Odd Fellows Hall, West Fifth st.
F. F. Schirk, 1708 N. Locust st. O
W. Herriman, Room 8, Kirkwood Bldg. F
Wm. Palmer, 607 N. Elm st. I

528—W. C. VAN HORN, LONDON, ONT., meets 1st & 3d Sunday, Society Hall, 664 Dundas st.
Chas. Clark, 586 Oxford st. O
G. Dowling, 568 Central av. F
Jas. Roddick, 362 Central av. I

529—AIR LINE, ST. THOMAS, ONT., meets every Tuesday, 2 p.m., I. O. O. F. Hall, Megan & Regan Bldg., Talbot st.
James Black, 94 Flora st. O
A. H. Martin, 71 Flora st. F
Chas. Farmer, 11 Elizabeth st. I

530—CONFERRED, GUNBERG, TEX., meets 1 & 3 Sunday, 2 p. m., B. of L. E. Hall, Locust st.
A. L. Carr. O
D. B. Tipton. F
J. W. Parton. I

531—A. C. MITCHISON, ALBANY, IA., meets Monday, 9 a. m., K. of P. Hall, Bermuda st.
E. A. Calhoun, 311 Vallette st. F
E. H. Canard, 445 Belleville st. F & I

532—THOS. JEFFERSON, MANCHESTER, Vt., meets 1 & 3 Monday, 10 a. m., Toney's Hall, 11th and Hull sts.
J. C. Avery, 2509 E. Grace st., Richmond, Va. O
J. L. Lyle, 402 E. Canal st., Richmond, Va. F
J. W. Blunt, 417 Cowardin av. I

533—F. R. GRIFFITH, EAST BUFFALO, N. Y., meets 1st & 3d Friday, 8 p. m., Kluckee Hall, Gold and Lovejoy sts.
John M. Hannon, 88 Central av., Buffalo, N. Y. O
J. O. Heisenbuttle, 50 Halstead st., Sloan, N. Y. F & I

534—RANKIN, ILL., meets 1st & 3d Sunday, at 2 p.m., 2d & 4th Wednesday, at 7:30 p.m., I. O. O. F. Hall.
Benton McAtose. O
Wm. Baumberger. F&I

535—GOLDEN RULE, KENONA, ONT., meets 1st Wed. & 3d Sun., 10 o'clock.
I. O. O. F. Hall.
Robert H. Oobb. O
F. O. Munt. F
W. Whitaker, box 264. I

536—LANGLADE, ANTIGO, WIS., meets 2d & 4th Sun., 10 a. m., Odd Fellows' Hall.
L. H. Hoffman, 922 Arctic st. O
M. P. O'Donnell, 428 Edison st. F
F. P. Ver Bryck, 885 Superior st. I

537—

538—OTTUMWA, IOWA, meets 2d & 4th Sunday, 2 p. m., B. of L. E. Hall, cor. Main & McClean sts.
Harry Kimball, 210 N. Marion st. O
B. H. Smith, 313 No. Benton st. F
Geo. Kissinger, 920 W. 4th st. I

539—JACOB HENRY, HALEYVILLE, OKLA., meets 1 & 3 Sunday, at 10:30 a. m., in Whitley Hall.
Wm. A. Barnes, L. Box 96. O
P. M. Cooper, Box 204. F
W. T. Shields, L. B. 96. I

540—TUMWATER, LEAVENWORTH, WASH., meets 2d Sunday, 10:30 a.m., & 4th Sunday, 2:30 p. m.
H. H. Dean. O
E. W. Ross, Box 2. F
Robert Miles. I

541—STEVEN ISLAND, N. Y., meets 2d Saturday 8 p. m., 4th Sunday 10 a. m., Felton's Hall, Bay and Thompson sts., Stapleton, N. Y.
Wm. J. Rogers, New Dorp, S. I., N. Y. O
Wm. Darnell, Box 80, Mariner's Harbor, S. I. F
Philip Carroll, 61 Beach st., Stapleton, Staten Island, N. Y. I

542—EASTERN, CLEVELAND, O., meets 2 & 4 Tues'y at 8 p. m., in Washington Armory, St. Clair st., near Alabama.
W. B. Ballard, 2052 Lakeside av., N. F. C. C. E. Richards, 699 Soc. for Sav. Bldg. F
J. A. Davidson, 1630 Stabler Pl. I

543—ANTHACITE, EIGHTON, PA., meet 1 & 3 Sun., 2 p.m., I. O. O. F. Hall.
Chas. F. Swallow, 1859 Maple av. O
John L. Norris, 288 Wyoming av. F&I

544—PAN-AMERICAN, EAST BUFFALO, N. Y., meets 2d & 4th Monday 8 p. m., Witzleben Hall.
John Covey, 50 Fulaack st. O
Frank M. Craven, 1023 Lovejoy st. F
Wm. Murphy, 221 Gold st. I

545—T. L. BOYD, CHICAGO, ILL., meets 1st & 3d Sunday, 2:30 p.m., Hopkins' Hall, 628 W. 63d st.
Frank Noakes, 6623 State st. O
F. O. Taber, 6139 Indiana av. F
N. McFarland, 699 Wabash av. I

546—GOLDEN CIRCLE, CANON CITY, CO., meets 1 & 3 Mon., 2 p. m., Elks' Hall.
John Lynch, 1125 Main st. O
W. W. Burnett, 1918 Kountz av. F
M. N. Lines, 1023 Greenwood av. I

547—HIWASSEE, ETOWAH, TENN., meet every Sun., 10:30 a. m., Blue Front Bldg.
G. W. Evans. O
J. M. Johnson. F
Thos. Swearingner. I

548—PERT, IND., meets 1st & 3d Tuesday 7:30 p. m., Schmoll Bldg., cor. 6th & Broadway.
C. J. Ripple, 617 W. Main st. O
Geo. Redmon, 204 W. 6th st. F&I

549—GREEN LAKE, WILLOW, MINN., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall.
G. W. Tyler, Box 448. O
A. N. Baldwin, 238 E. Litchfield av. F&I

550—FRANKFORD, DELPHOS, O., meets in Fisher's Hall, 1st & 3d Sunday, at 2 p. m., and 2d & 4th Friday, at 7 p.m.
Samuel Welch, 225 East 3rd st. O
G. B. Richardson, 230 East 4th st. F
Wm. Van Gilsen, 709 No. Franklin st. I

551—FRED KRINGNER, BRIDGEPORT, O., meets 2nd & 4th Sunday, 1:30 p. m., Maccabees' Hall.
John A. Shane. O
E. O. Hogan, Box 32. F
F. W. Rice, Box 243. I

552—J. T. JONES, GULFPORT, MISS., meets 1 & 3 Sun., 3 p.m., Price Bldg.
Chas. Barnard. O
Jas. Currie, Box 266. F&I

553—SAN JOAQUIN, PRISNO, CAL., meets 2 & 4 Sunday, 7 p. m., K. of C. Hall.
P. B. Fitzpatrick, Point Richmond, Cal. O
Calvin Rich, R. R. No. 8. F
Frank Ewing, 647 N. 8th st. I

554—CHAR. COBB, ARGENTA STATION, LITTLE ROCK, ARK., meets every Monday, 3:30 p.m., Humphreys' Hall.
J. W. Harger, 10th and Maple sts. O
M. N. Mann, 624 E. 2d st. F
K. L. Church, 406 Cypress st. I

555—TWENTY-EIGHTH ST., MOBILE CITY, IA., meets 2d & 4th Sunday Odd Fellows Hall, 5th and Douglas sts.
Clarence Wells, 1330 Jennings st. O
R. W. Patrick, 1115 Pierce st. F
O. A. Bates, Box 134, Lake City, Ia. I

556—J. L. PARISH, NEW FRANKLIN, MO., meets every Fri., 2 p.m., K. of P. Hall, M. K. & T. Hy.
R. M. Maynard. O
F. Aspelmeier, Box 117. F&I

557—EDISON, FORT NORFOLK, VA., meets 2d & 4th Sun., 2 p. m., Fraternity Hall, Maryland ave.
Peyton Tunstall, Florida av. O
O. D. Shackleton, 163 Broad st. F
J. E. Sparkman, Park View, Portsmouth, Va. I

558—DUMFRIES, CHAULDEME JCT., P. Q., meets 1st Wed. eve. 19:30, & 3d Sun. at 14:30, Town Hall.
I. W. Sharpe, Pt Etchemin, P. Q. O
S. G. Ferguson. F
M. Normand, Chaudiere Curve, P. Q. I

559—HESEMER, PROCTOR, MINN., meets 2d & 4th Sun., 2 p.m., Town Hall.
Geo. E. Fletcher. O
P. A. Bethune. F
J. S. Brown. I

560—THOMAS P. FOWLER, NORWICH, N. Y., meets 2d & 4th Sunday, 2:30 p. m., I. O. G. T. Hall, N. Broad st.
Y. F. Thorpe, 21 Henry st. O
Thos. Fern, 21 Maydale st. F
Geo. Brock, 2nd St. I

561—POTOMAC, RICHMOND, VA., meets 1st & 3d Tues., 9:30 a. m., Fraternity Hall, 216 West Broad st.
F. L. Kountz, 712 W. Clay st. O
E. E. Kuhn, 2430 Park av. F&I

562—ATTCHEER, SCHREIBER, ONT., meets 1st & 3d Friday, 2:30 p. m.
W. T. Norris. O
C. N. Gorman. F
Robert Smith, Box 96. I

563—MOYIE, CHANBROOK, B. C., meets every Monday, 8 p.m., I. O. O. F. Hall.
G. W. Johnson. O
M. E. Palmer. F
Jas. Caslake. I

564—COPPER INGOT, HANCOCK, MICH., meets 2d & 4th Sunday, 2:30 p.m., Bon-leau's Hall, Quincy st.
A. B. Clark, Laurium, Mich. O
A. J. Lord, Box 475. F&I

565—TIS CITY, NEW CASTLE, PA., meets 1st & 3d Tuesday, 7:30 p. m.
J. M. Yates, 217 W. Wabash av. O
J. H. McClevney, 617 Newell av. F & I

566—FRANK GRIFFIN, DEL RIO, TEX., meets Tues., 9:30 a.m., K. of P. Hall.
W. S. Gibbons. O
W. Rader. I

567—QUINCY, MILAN, MO., meets 1st & 3d Mon., 2:30 p.m., in B. of L. E. Hall.
Chas. E. Wesmer. O
Jas. M. Leeper, Box 126. F
O. C. Hammond, 1001 Vernon st., Quincy, Ill. I

568—CHOCTAW, DENISON, TEX., meets every Monday, 2 p. m., Woodmen's Hall, 220 W. Woodland st.
Jno. Shinto, 102 East Hull st. O
O. A. Hahnel, 904 W. Shepard st. F
H. B. Bray, 810 W. Morgan st. I

569—RICH MOUNTAIN, MERRA, ARK., meets every Wednesday, 1:30 p. m., Odd Fellows' Hall.
O. B. Kiene. O
L. H. Harper. F
T. J. Webster. I

570—HARRY MURRAY, PUEBLO, WEX., meets every Tuesday, 8 p. m., Calle del Pafalo, No. 2.
W. J. Shanks, 4 1/2 1st Venegas, Mexico City, Mex. O
H. A. Hobart, Porteria sta, Ostarina No. 23. F
F. W. Hill, Iglesia No. 16. I

571—AZTEC, ACAPULCO, MEX., meets every Sunday, 2 p. m., Calle de La Algraria, No. 10.
O. J. Holmes. O
J. D. McConaughy. F
R. W. Chapman, Apartado No. 114. I

572—ST. LAFAYETTE, WOODVILLE, N. H., meets 1st & 3d Sunday 2 p. m., K. of P. Hall.
G. W. O'Malley. O
H. A. Colby. F
O. W. Wear. I

572—GREENVILLE, TEX., meets 1 & 3 Sun. 7:30 p.m., in Levy Bldg., Lee st. J. D. Mercer. C
H. E. Nix. F
G. A. Dieffenbacher. I

573—PASHANDE, AMARILLO, TEX., meet 1st & 3d Sun. 7:30 p.m., 2d & 4th Sun. 2:30 p.m., Odd Fellows Hall. F
A. Rhoads, 400 N. Lincoln st. C
O. A. Callahan, 302 N. Grant st. F
A. O. Roberts, 301 N. Grant st. I

574—MONTANA (CHIMAMPA), MEX., meets 2d & 4th Sunday, 2 p.m., 209 Calle Independencia. C
L. H. Rupert, China Shops, Box 6. C
G. H. Brockman, China Shops, Box 6. F
E. Collins, China Shops, Box 6. I

575—MOUNT CARMEL, MILVARD, WASH., meets 1st & 3d Wednes., 2:30 p.m., A.O.U.W. Hall. C
Peter Olson. F
O. G. Converse. I

576—C. Lawrence. I

577—MEADOW LAWS, MATTOON, ILL., meets 2d & 4th Sun. 2:30 p.m., Odd Fellows Bldg., 1712 Charleston Ave. J. J. Rider, 2609 Pine av. F
O. H. Munson, 2309 Western av. F
Wm. Eaton, 1721 Edgar st. I

578—RED RIVER, CAPTLEA, OKLA., meets every Sunday. C
Geo. Saleman. F
W. D. McNeill. I

579—E. J. HOSKIN, NELSON, E.C., meets 1st & 3d Sun. 2 p.m., K. of P. Hall. Geo. W. Hart, Box 3. F
J. W. Gossard, Box 174. I
K. A. Peckham, Box 694. I

580—WHITE CITY, CHICAGO, ILL., meets 2d & 4th Sunday, 10:30 a.m., cor. 63d Court & Halstead st. Ed Starr, 604 Union av. C
Wm. J. Morris, 5626 State st. C
Thos. J. Garland, 6235 Carpenter st. I

581—ATLANTIC, GLACE BAY, CAPE BRE. FOX, CAN., meets 2d Sun. & 4th Mon. Odd Fellows Hall, Commercial st. Nathan W. Puskie, Reserve st. C
Dan'f. McKeenize, King Edward st. C
Alex. McNeill, Mechanic's Row. I

582—AUGUST BROWN, CHICAGO, ILL., meets 2d & 4th Sun. 8 p.m., Feldmann's, 824 W. 12th st. C
John J. Snyder, 783 W. 12th st. C
Grant Lewis, 1145 W. 13th st. F & I

583—ATIKOKA, WINNIPEG, MANITOBA, meets 2d & 4th Friday, Albert Hall. Wm. Crawford, 149 Wardlaw av. C
S. F. Starr, Norwood Grove, Man. F
Chas. Harrison, 240 Bell av. Ft. Rouge, Can. I

584—JOHN C. HOWER, PORTSMOUTH, O., meets 2d & 4th Sundays, 1:30 p.m., I. O. O. F. Hall, Chillicothe st. C
T. W. Nichols, 708 Vinton st. C
J. H. Bernhart, 702 Vinton av. F
W. A. McCutchen, Box 61, Garden, Scioto Co., O. I

585—A. W. MACHIN, MCGHEE, ARK., meets 1, 2 and 3 Sun. 2:30 p.m., in McGehee, Ark., and 4 Sun. 2:30 p.m., in Monroe, La. C
Jas. McCarthar, 211 Main st, Argenta, Ark. F
R. J. Mitchell. I

586—ACADIA, STELLARTON, N. S., meets 1st Tues. at 19:30 and 4th Sun. at 14:30 McIntosh Hall. A. Probert, Box 189. F
Alex. Urquhart, P. O. Box 211. F
J. A. Spruill, Box 251, Pictou, N. S. I

587—AGUASCALIENTES, MEX., meets 1st & 3d Sun. 2 p.m., Engineers' Hall. P. Grady, American Colony No. 23. C
J. O. Terry, Apartado No. 63. F & I

588—GRINNSTONE, HOUTTOWN, MAINE, meets 1st & 3d Sunday, 2:30 p.m., in Perks Hall & 2d Sun. 2:30 p.m., in Old Town. John O'Leary, Box 870. C
E. T. Bulmer, 25 Cleveland st. F
E. W. Dudley, 11 Leonard st. I

589—JOHN HENNEY, NEW YORK CITY, meets 2d Sun., 10 a.m., 4th Sun., 6:00 p.m., Loebler's, 1114th & Willow av. J. D. Romer, 512 East 19th st. C
T. Moore, 401 East 135th st. F
Geo. L. Clark, 305 St. Ann's av. I

590—GOLDEN LEAF, CONWAY, PA., meets 1st & 3d Tuesdays at 6:30 p.m., in Lewis Hall, 8th st., Freedom, Pa. C
Jas. L. Crum. F
H. Culver, Freedom, Pa., Box 625. F
Henry J. Ripper, Box 212, Freedom, Pa. I

591—CLOUDBROFT, EL PASO, TEXAS, meets 2 and 4 Monday, 2:30 p.m., K. of P. Hall, Buckler Bldg. C
J. M. Pettinger, 1715 Wyoming st. C
Albert Teas, 216 Walnut st. F
J. M. Riddle, Box 73, Alamogordo, N. Mex. I

592—DALHART, TEXAS, meets 1 & 3 Sun., at 2:30 p.m., Federation Hall. E. E. Cushman. C
V. J. Hawkins, Box 284. F
Chas. Kourt. I

593—MEXICAN CENTRAL, GOMEZ PALACIO, DURANGO, MEX., meet 2d & 4th Sunday. C
L. J. Hubbard. F & I
W. J. Mann, Apartado 122. F & I

594—HOME SPEAKERS, CHAFFEE, MO., meets 1 & 3 Sunday, 2:30 p.m., and 2 & 4 Monday, 7:30 p.m., in B. of H. T. Hall, Yonakum ave. C
L. S. McConachie, Box 5. C
H. O. Campbell, Box 282. F
A. L. Phillips, 636 Broadway, Cape Girardeau, Mo. I

595—ATLANTIC CITY, N. J., meets 1st & 3d Sunday in Red Men's Hall, Atlantic & Michigan aves. Philip Stohlberger, Jr., 701 N. Arkansas av. C
Chas. E. Smith, 1648 Broadway, Camden, N. J. I
Raymond R. Harrison, 1405 Broadway, Camden, N. J. I

596—ABE SCHMIDLE, ST. JOSEPH, MO., meets Monday 2:30 p.m., in I. O. O. F. Hall, St. Joseph av. & Woodson st. W. E. Newlove, 1922 N. 4th st. C
P. J. Halloran, 325 Highland av. F
Frank McGroove, 8231 North 7th St. I

597—MARTIN GANTER, RICHMOND, IND., meets 2d Tuesday, at 1:30 p.m., and 4th Sunday, at 9:30 a.m., in Little Bldg., cor. 9th and Main sts. C
J. W. Hovey, 602 N. 18th st. F
E. J. Hiett, 32 N. 19th st. F
R. H. Hodgkin, 217 N. 14th st. I

598—PORT ARTHUR, SHREVEPORT, LA., meets every Monday, at 7:30 p.m., in McAdam's Hall. J. J. McNeel, 704 Boulevard av. C
J. F. Quill, 418 Maple st. F
A. R. Coomber, 1256 Travis st. I

599—GEORGE D. BROOKE, MARSHALLTOWN, IOWA, meets 2d & 4th Sun. 2 p.m., German Odd Fellows Bldg. M. Kelleher, 209 S. 3rd av. C
E. C. Brown, 407 S. 3rd st. F
R. A. McMains, 209 S. 1st av. I

600—LAFAYETTE, JERSEY CITY, N. J., meets 2 & 4 Sun. 10 a.m., in Masonic Hall, cor. Pacific av. & Maple st. Theo. B. Mertz, 310 Whiton st. C
J. B. Hoffman, 5 Boltwood st. F & I

601—J. T. HAKAHAM, CHAMPAIGN, ILL., meets 2d Sun. & 4th Mond. at 2 p.m., P. H. Hayes, 104 W. Springfield av. C
C. J. Sabon, 507 S. Randolph st. F
E. S. Scudder, 212 West 11th st. I

602—LUDLOW, KY., meets every Monday, 1:30 p.m., in Masonic Temple, corner Elm & Kinner sts. H. G. Crissenger, 76 Linden st. C
John Conlin, 62 Highway. F
T. J. McGann, 26 Carnest st. I

603—GEO. A. HANCOCK, SHERMAN, TEXAS, meets 1st and 3d Saturday at 2 p.m., in Woodmen's Hall. P. H. Lillie, Grand av. C
E. W. Keatley, E. William st. F
H. Hanna, 704 N. Maxey st. I

604—NORTHERN IOWA, ESTHERVILLE, IOWA, meets 1st & 3d Sunday at 2 p.m., in K. of P. Hall. T. E. Beall. C
L. Lough. F
E. J. Ketchum, Box 67, West Side. I

605—ELMO, SILEM, ILL., meets 1st & 2d Sun. 7:30 p.m., and 3d & 4th Sun. 2:30 p.m., K. of P. Hall. Joseph Boughie. C
B. W. Harvey, Box 169. F
Wm. A. Leonard, Box 197. I

606—SIX RISE, CALAIS, MAINE, meets 1st & 3d Sunday at 1 a.m., in K. of P. Hall. Everett Haddock, Box 414. C
W. Wheeler, Box 30, Milltown, Me. F
H. A. Robinson, 41 Germain st. I

607—NEW JERSEY SOUTHERN, LAKE HURST, N. J., meets in Red Men's Hall, 2d & 4th Sunday at 1:30 p.m. W. J. Morton, Box 24. C
John Manion. F
W. F. Hartman. I

608—OKLAHOMA, SHAWNEE, OKLA., meets 2nd & 4th Sunday, 1:30 p.m., in I. O. O. F. Hall, 16 B roadway. F
D. Detrick, 628 N. Market st. C
D. A. Sweet, 310 N. Washington st. F
Ardmore, Okla. I
Wm. Martin, 304 S. Minnesota av. I

610—TENNESSEE RIVER, PADUCAH, KY., meets 1st & 3d Sunday at 10 a.m., in Steiglers Hall, 6th & Jackson sts. T. M. Sisson, 621 Clark st. C
G. Herring, 523 S. Third st. F
J. J. Gillespie, Lexington, Tenn. I

611—W. E. MORSE, ELDON, MO., meets 1st & last Sun. in every month, 9 a.m., Masonic Hall. C
C. G. Brittingham. F
L. G. Darrell, Box 494. F
R. H. Williams, Box 471. I

612—RED RIVER, LOGANSPORT, IND., meets 1st & alternate Sundays at 9:30 a.m., in New Ben Hur Hall, corner 4th & Broadway. W. Curtis, 200 Montgomery st. C
M. Fitzgerald, 17 Uhl st. F
J. J. Fitzgerald, Marydyke & Vine st. I

613—I WILL, DOLTON, ILL., meets 1st & 3d Sunday at 2 p.m., in A.O.U.W. Hall. E. A. Cook, 1035 Chicago st. C
L. A. Troitz, L box 16. F
C. H. Daily. I

614—SADDLE MOUNTAIN, MONTEREY, MEXICO, meets every Wed. 2:30 p.m., Shepards Hall. W. A. Nickel, Colegio Civil No. 100 C
Joe Wood, Apartado No. 521. F & I

615—ALEX. STRUTHERS, SR., DOUGLAS, ARIZONA, meets 1st & 3d Saturday at 7:30 p.m., in A. O. U. W. Hall. A. H. Struthers, 653 17th st. C
D. Struthers, 925 14th st. F
Alfred J. Smith, 940 14th st. I

616—BROOKFIELD, MO., meets in I. O. O. F. Hall, Main st., 2nd & 4th Tuesday, at 1:30 p.m. M. DeVoy, 324 cor. East Brooks & Shelly sts. C
J. A. Seelman, 337 Sedgwick st. F
C. H. Leapheart, 202 Macon st. I

617—NATURAL TUNNEL, BRISTOL, VA., meets 1st & 3d Sunday at 1:30 p.m., in Masonic Hall. J. T. Martin, Sta. B. C
C. E. Lundy. F & I

618—BADGER, PORTAGE, WIS., meets 2d Thurs. 7:30 p.m., & 4th Sun. 2 p.m., Eagles' Hall, Enburg Building. Fred J. Bennett, 413 East Pleasant st. C
T. C. Murphy, 321 W. Marion st. F
Wm. Washburn, 224 Oneida st. I

619—WM. REESE, PINXST TAWNEY, PA., meets 2d & 4th Sunday, 9 p.m., in Kellber bldg., cor. Main and Cunningham Wm. W. Murray. C
P. J. Nolan, 612 Pine st., West End. F & I

620—MART, TEX., meets every Sunday at 9 a.m., in Bowers Bld. W. G. Bailey. C
F. D. Wilcox. F
John Johnson, Box 216. I

621—WYNOKE, NEB., meets 1st and 3d Saturday, 7:30 p.m., I. O. O. F. Hall. J. B. Worden. C
K. O. Parrish. F
Paul Norton. I

622—ALLIANCE, NEB., meets 2d and 4th Thurs. eve. at I. O. O. F. Hall. C
H. Rockey. F
H. Renneau, Box 1331. F & I

623—W'COOK DIVISION, W'COOK, NEB., meets 2d & 4th Sundays at 2 p.m., in I. O. O. F. Hall. C
Walt Stokes. C
W. D. Burnett. F
N. A. Newkirk. I

624—SHERIDAN, WYO., meets at 2 p.m., on 1st & 3d Sundays, I. O. O. F. Hall. P. P. Conlin, 365 No. Main st. C
W. C. Reid, 576 E. 6th st. F
R. C. Daugherty, 316 E. 3d st. I

625—ST. ANTHONY, WINNEAPOLIS, MINN., meets 2d & 4th Sunday at 7:30 p.m., Odd Fellows' Hall, 4th st. and Central ave. J. V. Piper, 304 Sixth st. S. E. C
Amil Skog, 192d st. N. E. F & I

626—MOUNTAIN CITY, DU BOIS, PA., meets 1st Sunday at 2 p.m. and 3d Sun. at 7:30 p.m., K. of P. Hall. W. O. Stone. C
H. C. Bloom, 115 W. Washington av. F
Wm. D. Wilkins, 115 Grant st. I

627—CRANDALL, ALLIANCE, O., meets 2d & 4th Monday, 9 a.m., Labor Hall, 530 Main st. Eugene Prouty, 677 N. Webb av. C
S. D. Hager, 504 N. Lincoln av. F
G. M. Scranton, 716 N. Webb av. I

628—EMORY SPEER, CEDARTOWN, GA., meets 1st & 3rd Sunday, 2 p.m., in I. O. O. F. Hall. W. C. Weaver, Box 76. C
John T. Phillips, 415 Herbert st. F & I

629—MARK TWAIN, HARRISBURG, PA., meets in A.O. U. W. Hall, 34 & Broadway, 1 and 4th Monday 8 p.m. F. H. Reynolds, 20 Chestnut. O Joe W. Tarkenton, 1118 N. La. Mond. st. S. F. T. Marsh, Box 162.

630—J. A. MARLEY, ENID, OKLA., meets every Sun. 7 p.m., in Eagles Hall, Milton Orr, 214 Washington av. W. W. Bell, 315 W. Walnut st. F A. Rodgers, 1128 West Oak st. I

631—THUNDER CAPE, PORT ARTHUR, ONT., meets 1st & 3d Sun., 14 o'clock, I. O. O. F. Hall, Cumberland st. Wm. Dohm, 6 Crown st. O W. H. Nash, Box 618. F M. E. Ardell, 123 Albert st. I

632—BUDCAW, MINNER, LA., meets every Tuesday, 7:30 p.m., in K. of P. Hall, D. Linehan. O C. J. Olanton. F W. M. Henson. I

633—WISCONSIN VALLEY, TOMAHAWK, WIS., meets 2d & 4th Sunday. A. E. Broder, New Lisbon, Wis. O W. F. Bingham, Lock Box 35. F Phil Thompson, New Lisbon, Wis. I

634—THEODO. ROOSEVELT, GLENK'S FERRY, IDAHO, meets every Saturday at 7:30 p.m., in Herron's Hall. John McCabe. O E. L. Thompson. F C. H. Straight. I

635—CLARKFIELD, PA., meets 1st Tues. after 1st Mon., 7:30 p.m., & 4th Sun. 2:30 p.m., F. O. E. Hall. O E. Delaney, 1111 Dslay st. O H. S. Buck, 1004 Dorey st. F Alex. Bell, 113 Albert st. I

636—AVERY, H. PARKSONS, WILSHIRE, TEX., meets 2d & 4th Sunday at 1:30 p.m., in K. P. Hall. Fred Hannie. O John H. Steinhoff. F P. A. Short, box 68. I

637—SABIAN, MONTELOVA, COAH., MEX., meets 2d and 4th Monday afternoon in Conductors' Hall. E. W. Green, Box 24. C J. J. McKenna, Box 24. F A. A. Ahrens, Box 18. I

638—C. M. GRAY, HUGO, OKLAHOMA, meets every Mon. 1:30 p.m., Engineers' Hall, Main and Spring sts. J. S. Carlson, L. Box 262. C Jno. I. Merideth. F W. L. Roberts, P. O. Box 504. I

639—BROOKLYN TERMINAL, BROOKLYN, N.Y., meets 1st Sat. at 8:30 p.m., and 3rd Sun. at 10:30 a.m., 407 Bridge st. Geo. W. DeBeamer, 624 Bainbridge st. C J. A. Stanger, 325 62d st. F J. H. Pine, 1234 Halsey st. I

640—CARLTON L. BRETT, CUMBERLAND MD., meet 1st & 3d Sat., 7:30 p.m., I. O. O. F. Hall, City Hall Bldg 3d floor. E. E. Biggs, 131 Ridgely W. Va. I C. H. Deffenbaugh, Ridgely, W. Va. F F. P. Haller, 137 Madison st. I

641—T. H. WELCH, HUNDELL, N.Y., meets in Eng's Hall, every Tues. at 1:30 p.m. J. W. McCarthy, 7 Adams av. C F. A. Allen, 151 Kent av. F & I

642—CRESPO, IOWA, meets every Sunday at 10 a.m., in Liberty Bldg. L. O. Abbott, 405 E. Montgomery st. C T. M. Kenworthy, 405 New York av. F F. G. Peterson, 1102 No. Sycamore st. I

643—OTTI, IOWA, meets 1st Mon., 2 p.m., & 3d Sun., 7:30 p.m., in O.R.C. Hall, cor. Main & Market sts. C J. H. Rowland, 193 E. Main st. F G. R. Hadden, 1341 E. Main st. F M. J. Canney, Cooper st. I

644—ILLINOIS, AT GALESBURG, ILL., meets every Sun. 2:00 p.m., Maccabee Temple. C. H. Johnson, 133 Blaine av. O J. F. Lindsay, 261 So. West st. F J. J. MacHale, 129 Fulton st. I

645—Q. AT CHICAGO, ILL., meets at Star Lodge Hall, Western ave. and Lexington st., 2d Sunday 8 p.m., 4th Monday at 8 p.m. Ernest Fisher, 78 S. Kedzie ave. O G. H. Miller, Clyde, Ill. F O. Danziger, 90 S. Roman av. I

646—TYLER, SAVANNAH, GA., meets 1st & 3d Sunday at 10 a.m., in K. of P. Hall, cor. Barnard and York sts. W. E. King, 13 Liberty st. W. S. O. Catherwood, 217 3rd st. W. F. & I

647—ARIZONA, PRESCOTT, ARIZ., meet 1st & 3d Sat., 7:30 p.m., K. of P. Hall, S. E. Landon, Gurley & Granite sts. C Allan Love, 527 E. Sheldon st. F & I

648—ABERROSE, WYCOMBE, GA., meets 1st & 3d Sunday at 2 p.m., in Red Men's Hall, Lott & Hitch Bldg. G. W. Barnes, 14 Jane st. O J. W. Lyon, 30 Elizabeth st. F S. B. Spear, 64 Remshart st. I

649—W. E. FITCH, BRUNSWICK, GA., meets 2d & 4th Sunday at 2 p.m., in Odd Fellows Hall. O Jas. Savage, 108 E. st. O J. D. White, 101 E. st. F A. A. Knight, 708 1st. I

650—THOM. J. WILFEE, DURAND, MICH., meets 1 & 3 Sunday, K. O.T.M. Hall. W. Spillane. O J. Loosing. F & I

651—ETHEL BARKER, COLUMBUS, O., meets 2d & 4th Sunday at 2 p.m., in Odd Fellows Hall, 677 1/2 W. Broad st. F. W. Crawford, 43 N. Princeton av. O Geo. B. Vickery, 136 W. Broad st. F W. A. Jox, 85 N. Princeton av. I

652—BANNER, TAMAQUA, PA., meets 2d & 4th Sunday at 2 p.m., in Raabs Hall, E. Broad st. C Eli Ehrlich, box 266. O Geo. S. Edwards, 421 W. Broad st. F & I

653—BLACK DIAMOND, ALLENTOWN, PA., meet 1st & 3d Sunday of every month. Claus H. Bros. Hall, 81 No. 7th st. B. J. Reilly, 403 Priscilla st. S. O J. F. Gibbons, 307 Ridge ave. F & I

654—

655—JOHN GLENN, CLARION, PA., meets 2d & 4th Monday 8:30 p.m., in Masonic Hall. H. Hornberger, 801 S. 8th st., Council Bluffs, Ia. C B. F. Madison, 801 S. 8th st., Council Bluffs, Ia. F W. W. Ayres, 1109 S. 6th st., Council Bluffs, Ia. I

656—MAJON BYRNE, ST. WARRIS, PA., meet 2d & 4th Sunday at 7:30 p.m., in Rail Block. C W. Small, 447 Washington st. C J. J. Coyle, 256 Brussels st. F R. C. McFarland, 175 Euclid av. Brookville, Pa. I

657—ASH KENNEDY, REVELSTONE, B.C., meets 1st & 3d Wed. of each month in Solkirk Hall. L. Patrick, Box 27. O S. H. Stingley, Box 27. F & I

658—HAYLOCK, ONT., meets 2d & 4th Monday, 1:30 p.m., I. O. O. F. Hall. John Toman, Box 638. C John H. Boylan. F Thomas Bennett. I

659—SENECA, BUFFALO, N. Y., meets 2d & 4th Sun. of each month at 2 p.m., Boyers Hall, Swan and Emsale sts. Frank H. Goodenough, 31 Kamper av. F A. Rose, 22 Kamper av. F Frank C. Watkins, 610 S. Division st. I

660—TROPIC, LOS ANGELES, CAL., meets 1st and last Sunday, 1:30 p.m., and 3 Saturday, 8 p.m., Masonic Hall, 1956 E. 1st st. G. G. Gibson, 246 East 2d st. O Chas. Dittenbaugh, 302 So. Cummings st. F J. H. Cross, 335 S. State st. I

661—W. J. MC ANDREWS, ST. THOMAS, ONT., meet every Sunday, 2:30 p.m., I. O. O. F. Hall. Joseph Gant. C Jas. Flowers. F H. W. Buckpitt, 141 Hinch st. I

662—LOS ANGELES, CAL., meets 2d and 4th Sat. eve. 7:30 p.m., I. O. O. F. Hall, 220 S. Main St. C Jno. Bromwich, 1403 E. 18th st. O Geo. Melrose, 471 E. 4th st. F Jno. Finlay, 206 S. Boyle av. I

663—STEEL CITY, SYDNEY, N. S., meets 1st Sunday eve., 20:15 & 3d Sun. eve. 14:30, Odd Fellows' Hall. Chas. Wilson. O Alex. R. Johnson, 563 George st. F & I

664—J. E. MCCREIGH, SAN LEO IN OHIO, CAL., meets 2d & 4th Tuesday, 8 p.m., Eagles' Hall. M. A. Burke, 1045 1st st. O M. P. Rittinghouse, 465 Pismo st. F W. T. Cushing, 1225 Pismo st. I

665—REARDING, ILL., meets 1st & 3d Monday & 3d Sunday, 2 p.m. J. M. Spence, 1101 Washington st. O R. A. Guthrie. F & I

666—G. S. MC KEF, JACKSON, TENN., meets Monday, 2 p.m., K. of P. Hall, J. S. Dodder, 474 N. Royal st. O H. L. Foster, 316 No. Hays av. F J. E. Edwards, 236 Stoddart st. I

667—E. S. THORNE, BRANDON, MANITOBA, CAN., meets 1st Tues. & 3d Sun. 2 p.m., I. O. O. F. Hall, Kelly Bldg. W. Clendenning. O R. T. Clendenning, 331 6th st. F S. H. Godley, 215 5th st. I

668—L. C. CLINSON, HARRISBURG, PA., meets 2d & 4th Sun. at 1:30 p.m., at Souffer's Hall, 461 Broad st. H. S. Meichair, 629 Tulker st. O T. J. McClintock, 307 Broad st. F & I

669—BUENA VISTA, MEXICO, MEX., meets every Monday night at 8 p.m., Odd Fellows' Hall. John L. Cullen, Calle Buena Vista, No. 123. O H. W. Carr, 4 Zaragoza No. 36, Alcos. F & I

670—

671—OGEMA, ENDERLIN, N. DAK., meets 2nd Mon. eve. & 4th Sun. afternoon, Masonic Hall. Chas. Stabler. O H. W. Shaw. F Henry Kooyer. I

672—WARREN ASTON, MEMPHIS, TENN., meets every Sunday at 8:30 p.m., Dugan Hall, Penn. & Iowa avs. H. C. Hiltbrunner, 398 Middleton av. O W. T. Stephens, 614 Rayburn Blvd. F F. M. Andrews, 228 W. Virginia av. I

673—VALLEY, PITTSFORD, PA., meets 2d Mon., 7:30 p.m., 4th Sun. 2 p.m., K. of the G. E. Hall, 77 bo. Main st. E. J. Smith, 232 Park st. O Wm. Sites, 402 Exeter st. F Geo. Kraft, 40 Curtis st. I

674—ST. LOUIS VALLEY, DEPTO, ILL., meets 2d & 4th Sunday at 2 p.m. H. E. Reynolds, Bixby, Ill. O T. A. Stainthorpe, Box 5. F E. E. Roisinger. I

675—H. MILLER, CO. NUL GROVE, CAN., meets 1st & 3d Wedn.-days at 1:30 p.m., K. & L. of S. Hall. H. A. Miller. O P. S. De Hoff. F H. J. Humphrey, Box 301. I

676—ORIZABA MOUNTAIN, ORIZABA, MEX., meets every Thurs. 7:30 p.m., Sa de Beneficencia No. 12. W. F. V. Newton, Sa de Beneficencia No. 94. O John O. Pilkington, Apartado No. 56. F Vera Cruz, Mex. Robt Davidson, 3d J. M. Morales, No. 30. I

677—HAINY LAKE, VIRGINIA, MINE., meets 1st & 3d Sun. 2 p.m., Eagles' Hall. Lester L. Fiandt, Box 338. O Harley Jackson, 232 Oak st. F Mark McCarthy, 414 Walnut st. I

678—CALLEBANA, LIMA, O., meets 1st & 3d Tues. & 2d & 4th Fri., 7 p.m., Mitchell Hall, N.E. cor. of Main & Public Square. J. W. Olinger, 427 N. Pierce st. O W. H. Warner, 626 Delphos av. F & I

679—HIDDEHURST, ONT., meets 1st Wednes. & 3d Tues. I. O. O. F. Hall. Richard Walsh, 1591 Niagara st., Buffalo, N. Y. O M. R. Harvey. F Charles Findlay. I

680—ELBERTA, JACKSONVILLE, TEX., meets Mon. 8 p.m., K. of P. Hall. J. S. Evans, Box 255. O J. S. Frampton, Box 255. F L. E. Andrus, Box 255. I

681—REDWOOD VALLEY, CALISTE, NEV., meets 1st & 3d Sunday, 7:30 p.m. Frank Kuchonmeister. O Roy F. Miller. F C. I. Himatreet. I

682—NEW HOPE, HAMMOND, IND., meets 2nd Sun. 2 p.m. & 4th Thurs. 8 p.m. In Fraternity Hall. W. H. Green, 215 W. Plummer av. O P. A. Lucas, 330 5th st. F & I

683—JAMES LEAHY, CHICAGO, ILL., meets 2d & 4th Sunday 8 p.m., at 151 East Randolph st., Hall No. 1. O M. A. Lea, 1550 Fulton st. O N. W. Bennett, 27 Powell Park. F Jas. Hughes, 218 N. Springfield av. I

684—J. J. HANLIN, ATLANTA, GA., meets 2nd & 4th Sundays, 1:30 p.m., Redmen's Hall, 86 Central av. H. B. Young, R. F. D. No. 7, Woodward Station, Atlanta, Ga. O Leo Whitley, 330 Capital av. F & I

685—COL. T. B. KENNEDY, CHAMBERSBURG, PA., meets 2d & 4th Sunday 10 a.m., Trust Bldg. Henry Betz, Broad st. O U. G. Hawbecker, Camp Hill, Cumberland Co., Pa. F T. M. Horn, 251 E. King st. I

686—C. R. PARSONS, BONNE TERRE, MO., meets 2d & 4th Sunday at 2 p.m. J. W. Renaud. O W. Reynolds. F Wm. Evans. I

687—COUNCIL OAK, LOUIS CITY, IOWA, meets 2d Mon. 7:30 p.m., 4th Sun. 10 a.m., Krumman's Hall, Court and Fourth sts.
H. W. Butterfield, R. F. D. No. 1, Bronson, Ia.
Wm. H. Malsi, 411 West 4th st.
John Donaldson, 1821 Court st.
688—ELIZABETH, N. J., meets 2d Sat. 8 p.m. and 4th Sun. 2:30 p.m., J. O. A. M. Hall, 206 Broad st.
Geo. R. Rowland, 600 Cherry st.
Geo. H. Squires, 15 Warren av., Roselle Park, N. J.
Michael V. Reagan, 148 Court st.
689—SCHOFIELD, MONTREAL, P. Q., meets 2d & 4th Sun. 2 p.m., Mercantile Bank Hall, Cor. St. Lawrence, Main & St. Louis sts.
G. H. Martyn, 4455 St. Catherine st.
John Williams, 61 Van Horne av., Outremont Jct.
A. T. Houston, 245 E. Mancest. Mottreal, Anne, P. Q.
690—WESTON, WESTON, V. A., meets every Sun 1 p.m., City Bank Bldg., Ray Malone.
J. C. Jordan.
W. T. Morgan.
691—ISLAND FOND, VT., meets 2 and 4 Sunday, 2:30 p.m., Engineers' Hall.
G. B. McKelvey.
D. O. Foss, Jr.
John Sloan.
692—TONOPAH, NEV., meets 1st & 3rd Thurs. at 7:30 p.m., Miners Union Hall.
G. Bankston, L. box 697.
J. E. Whitlock, L. box 697.
O. J. Moquist, box 374.
693—A. N. KIRKHAM, NEW ORLEANS, LA., meets 1st Fri. 8 p.m. and 3d Mon. 9 a.m., McMahon's Hall, Callopie and Dryades sts.
V. L. Ulmer, 2514 First st.
Robert Ligon, 2812 First st.
H. A. Meegol, 4292 Palmyra st.
694—SHERRBOURNE, P. Q., meets 1st & 3d Sunday, 1:30 p.m., Odell's Hall, 67 Wellington st.
C. A. Martyn, Grand Central Hotel.
E. W. Gibson, 12 Goodhue st.
695—MINOT, N. B., meets 1st & 3d Sun., 2 p.m., K. of P. Hall.
Fred Almy, 418 Main st.
Jos. Crow, 425 Victoria st.
Dan I. Sweeney, 504 So. Ward st.
696—CRAWFORD, ATLANTA, GA., meets every Sun., 2:30 p.m., Red Men's Wigwam, 66 Central av.
J. M. Costner, 483 Gordon st.
G. B. Beauchamp, 287 S. Boulevard.
H. P. Wooten, 296 Crew st.
697—

707—NORRIS CITY, NORRISTOWN, PA., meets 1st Sat. 7:30 p.m. and 3d Sun., 1:30 p.m., Odd Fellows Temple, 230 West Main st.
Harry G. Haas, Bridgeport, Pa.
J. F. Costello, 48 E. 1st, Bridgeport, Pa.
Alex. Coull, 1029 Airy st.
708—JOHN W. KEE, KANSAS CITY, KANS., meets 1st Tues. 7:30 p.m., 3d Mon. 2:30 p.m., Motter's Hall, 10th st.
Jas. T. Gleason, 1221 Washington st., Kansas City, Mo.
Joe. W. McDonald, 19 So. Ferree st.
M. Baier, 1267 Pennsylvania ave.
709—BROOME, BINGHAMTON, N. Y., meets 2nd & 4th Sun., 3 p.m., Odd Fellows' Hall, 229 Chenango st.
J. H. Cooper, 221 Chenango st.
C. Chas. F. Whitaker, 204 Robinson st.
T. McMahon, 78 Pine st.
710—JOHN C. FOX, JAMESVILLE, WIS., meets 2nd & 4th Sun. 2 p.m., East Side Odd Fellows' Hall.
J. C. Gregory, 214 W. Washington st.
Thos. F. Fox, 551 Pleasant st.
711—INDIANA, MUSKOGEE, OKLAHOMA, meets 2d & 4th Sundays 2 p.m., W. O. W. Hall, 119 1/2 S. Main st.
J. E. Stewart, 607 S. B. st.
W. F. G. Pound, 1006 So. 1st st., Arkadelphia, Ark.
Albert Jett, 201 Frankfort st.
712—JEFF, JEFFERSONVILLE, IND., meets 1st Sunday 9 a.m. & 3d Friday at 8 p.m., Elk's Hall.
Geo. Wetzel, 2908 W. Market st., Louisville, Ky.
A. M. Grandall, 319 E. Com. st.
John Hutchison, 1810 Duncan st., Louisville, Ky.
713—MT. NEBO SALT LAKE CITY, UTAH, meets 1st & 3d Wed. 8:30 p.m., Odd Fellows' Hall, Market st.
J. G. Bywater, 2083 Vernon av., Sugar Hill, W. Va.
H. W. Anderson, 903 West 2d st.
J. H. Stewart, 360 W. 2d North.
714—A. F. SOUTHWORTH, CHARLESTON, W. VA., meets 1 & 3 Sun., 9:00 a.m. I. O. O. F. Temple, Capital & State sts.
Jas. A. Kilcooley, Quincy, W. Va.
H. H. Hartley, 301 Monroe st.
F. G. Jonchum, Quincy, W. Va.
715—SARATOGA, SANK, CAN., meets 2d & 4th Sun. Masonic Hall.
James Shuttleworth.
A. E. Fraser, box 573.
C. H. Lewis, box 302.
716—BATTLE RIVER, NORTH BATTLE FORD, CAN., meets 20 o'clock, Seare Hall.
A. H. Gregory.
Ernest Coppock.
E. R. Dobson.
717—IRVING, AUGUSTA, GA., meets 1 & 3 Sun. 11:30 a.m. A. A. Hall, Broad & 7th.
F. E. Starr, 243 Telfair st.
W. F. Kuhle, 262 Green st.
E. E. Clary, 536 Calhoun st.
718—PALM LEAF, CARDENAS, SAN LUIS POTON, MEX., meets every Mon 3 p.m., France Hall.
J. G. Keller.
H. C. Casa 21.
G. B. Stephenson, Casa 22.
719—ST. QUENTON, COLTHER'S, MISS., meets every Thurs. 7:45 p.m., Fraternity Hall, Main & 14th sts.
O. H. Brown, 409 North 15th st.
J. W. Bealle, 1702 S. 4th av.
W. H. Coburn, 428 S. 15th st.
720—LINCOLN, SPRINGFIELD, ILL., meets 1st Tues., 7:30 p.m. Odd Fellows Bldg., 7th floor, cor. 4th & Monroe sts.
Wm. Watson, 1124 So. 8th st.
Israel Scranton, 587 W. Edwards st.
F. S. Breconet, 260 Bradford st. Decatur, Ill.
721—E. A. SHIPLEY, OKLAHOMA CITY, OKLA., meets 1st and 3rd Mon 2 p.m. & 2d & 4th Mon 7:30 p.m. B. of L. E. Hall, Robinson & Potts sts.
C. W. McKinnon, 224 Choctaw st.
E. Smith, 1001 S. Robinson st.
J. Quinn, 407 Post st.
722—JOHN WONDERLY, CARRODALE, PA., meets 1st & 3d Sun. 2:30 p.m., Leader Hall.
M. A. Myers, 7 Porter av.
J. A. Norris, 15 Chestnut av.
Allen Sheare, 88 Park st.
723—TENAGANT, NORTH BAY, ONT., meets 1st & 3d Sun. 2 p.m., in their hall, McIntyre st.
F. Morgan.
O. Neil Currie, box 8.
James Wilson, box 841.
724—E. R. HAMMOND, VILLA GROVE, ILL., meets every Sunday at 2 p.m., in Eagles' Hall.
E. E. Fehelmeiser.
G. R. Owen.
Robert Schick.

725—CHAR. HAMILTON, WALNUT SPRINGS, TEX., meets every Sun. 9 a.m., K. of P. Hall.
John Uloth.
J. K. Lindquist.
726—ABERDEEN, S. DAK., meets 2nd & 4th Sun., Odd Fellows Hall.
James Kehoe.
Wm. Aggas, 104 1/2 av. E.
A. E. Davidson, 401 1/2 8th St.
727—STERLING, COLO., meets 1st & 3d Sat. 7:30 p.m., Red Men's Hall.
J. F. Hartson.
C. H. Murrin.
G. F. Ludwig, Box 361.
728—GEORGIAN BAY, PARRY SOUND, ONT., meets 1st & 3rd Sun. 2 p.m., Odd Fellows Hall.
Wm. Moore, Box 254.
A. T. Granger.
J. W. Findlay, Box 608.
729—L. I. MAJOR, HATTIESBURG, MISS., J. C. Messer.
J. C. Cox, 708 Second st.
A. A. Bennett, 607 East 2d st.
730—LAKEMONT, ALTOONA, PA., meets 1 & 3 Sun., 2 p.m., & 4 Fri., 7:30 p.m., Odd Fellows' Hall, 6th and 4th sts.
T. E. Kearns, 608 7th st.
E. E. Dibert, 301 Howard av.
J. J. Conrad, 13 Milton Apartments, 8th & 12th sts.
731—JEFF N. MILLER, KINGSVILLE, TEXAS, meets 2 & 4 Sunday, at 2 p.m., in Woodman's Hall.
H. A. Brishin.
H. J. Jordan.
A. Murry, Box 238, Kingsville, Tex.
732—W. C. HAYES, FORT JERVIS, N. Y., meets every other Friday, 7:30 p.m., in Engineers' Hall.
N. W. Wellman, 4 Mt. William st.
Timothy Cox, 27 Buckley st.
733—HIGH DRY, PALESTINE, ILL., meets 2d & 4th Sun., 9 a.m. & 1st & 3d Sun., 2 p.m., K. of P. Hall.
H. D. Sisson.
B. E. Adams, box 47.
Frank Nigh.
734—HIGHLAND, DENVER, COLO., meets every Tuesday, 7:30 p.m., Liberty Hall, 1539 Platte st.
F. L. McCartney, 2543 15th st.
T. Hinchcliff, 2253 West 34th ave.
J. B. Wallace, 3420 W. 32d av.
735—YACU, GUAYMAS, MEX., meets every Sun. 7:30 p.m., Masonic Hall, Ed Shepard, Box 72.
T. B. Brooks, Box 72.
J. M. Ritz, Nogales.
736—LAKE WICHITA, WICHITA FALLS, TEX., meets every Wed. 8 p.m., K. of P. Hall.
M. H. Barwise, Box 181.
J. W. Carithers, Box 63.
A. C. Bennett, 1101 Barnett st.
737—LAKE DATHIN, DATHIN, MAN., meets 1st Sunday, 14:30 o'clock, & 3d Friday 19:30 o'clock, I. O. F. Hall.
Jas. M. McLeod.
O. Donald W. Campbell.
Jas. H. Arnold.
738—ARKANSAS, ELDONADO, ARK., meets every Sunday, 7 p.m.
Pat Eagan.
Guss Ford.
G. O. Moore.
739—KERN VALLEY, BAKERSFIELD, CAL., meet 2d & 4th Wed. 8 p.m., Maude's Hall.
Oscar F. Phillips, 1911 17th st.
J. G. Fraser, 1836 15th st.
740—F. KILDUFF, BETHANY, KANS., meets every Sun. 2 p.m., M. W. of F. Hall.
H. H. Stamper, Liberal, Kans.
F. J. Parrington.
741—WAYNE, ORRVILLE, O., meets 2nd Wed. 7:30 p.m., and 4th Sun. 1:30 p.m., B. of R. T. Hall, Fire Bldg.
Wm. G. Lamb, 224 N. Monroe ave., Columbus, O.
Jas. A. Bowers, Box 617.
742—E. W. RICHMOND, TRAVERS CITY, MICH., meets 2nd and 4th Sun., 1:30 p.m., Odd Fellows Hall.
Fred Beamish.
Warren Cooper, 718 S. Union.
743—SHENANDOAH VALLEY, MO. & VA., meets 2d & 4th Sun. 9:30 a.m. I. O. O. F. Hall, Jefferson st.
H. E. McDonald, 1019 5th av. N.W.
J. E. Webb, 802 7th av. S.E.
744—PAINTED ROCK, THREE FORKS, MONT., meets 1st and 3rd Sunday, 2 p.m. & 2 & 4 Mon., 7 p.m., B. of L. E. Hall.
Wilbur Davenport.
O. Wilbur McKenna.
S. A. Jorgensen, Harlowton, Mont.

745—W.C. WHELAN, CLEVELAND, O. meets 1 Sunday, 8:30 a. m., and 3 Friday, 8 p. m., Hanna block, Woodland & East 56th st.
Jno. W. Chisholm, 8100 Linwood av. O
Jno. H. Carrew, 1217 East 113th st. F
Wm. Hill, 1754 E. 31st st. F

746—JAMES RIVER, JAMESTOWN, N.D. meets 1st & 3d Sat. 8 p. m., Foresters' Hall.
D. C. Wood O
John T. Wantland F & I

747—SHAWBROOK, MINICO, ONT., meets 1 Tuesday, 2:30 p. m., and 3 Tuesday, 7:30 p. m., New Toronto Hall.
Alexander Mitchell O
Harold P. Wilson F
William Hastings I

748—CARPANA, TITICUM, N. MEX., meets every Mon. 2:30 p. m., Old First National Bank Bldg.
J. R. McAlpine O
E. E. Clark, Box 908 F & I

749—W.B. BEST, RAINY RIVER, ONT., meets 2d & 4 Sunday, 2 p. m., B. of L. E. Hall.
P. J. Nolan O
D. P. Johnston F
F. J. Allen, Box 160 I

750—LETHBRIDGE, ALBERTA, CAN., meets 1 and 3 Sundays, 2 p. m.
G. F. James, box 433 O
James Wallwork, box 228 F
George McNabb, box 501 I

751—GEO. F. PUNNET, GASHAWAY, W. VA., meets 1 and 3 Sunday, 7:30 p. m., Lynch's Hall.
Joseph Daugherty O
S. E. Smith, box 122 F
William Johnson I

752—BURNSVILLE, N.Y., meets 1st & 3d Sun. 2 p. m., Select Knights' Hall, Broadway & Perdition st.
E. Miles, Round House, East Albany, N. Y. O
W. L. Grinton, 141 N. Boulevard, Albany, N. Y. F
D. B. Fergie, 30 Green st. I

753—CITADEL, QUEBEC, P. Q., meets 2 and 4 Sunday, 2 p. m., B. of R. T. Hall, St. Joseph st.
H. O. Blanchet, 132 St. Marguerite st. O
John McTeer, 122 Des Fosses st. F & I

754—SOUTHERN INDIANA, TERRY HALL, IND., meets 1 and 3 Monday, 7:30 p. m., Mahan Hall, 17th and Hulman sts.
John Garrity, 1609 Washington av. O
W. R. Barnes, 1600 College av. F & I

755—CALCANIEU, DE QUINCY, LA., meets 1st and 3d Sunday, 9 p. m.
J. J. Hannen O
B. Hayes F & I

756—CANAL ZONE, CRISTOBAL, C. Z., PANAMA, meets 1st Sun. 1 p. m., in Cristobal; and 3d Sun. 1 p. m., in Las Cascaades.
A. C. Stone, Las Cascades, O. Z. O
Panama F
Lon B. Swearingen F
W. H. Bucklus, Pedro Miguel, O. Z., Panama. I

757—CASCADE, NEW CASTLE, PA., meets 2d & 4th Tues. evening, K. P. Hall.
S. A. Barnes, N. Cedar st. O
A. G. Matthews, W. Clayton st. F & I

758—R. C. MORRIS, VANCOUVER, WASH., W. H. Hofacker O
O. P. Seal, 602 Vancouver av., Portland, Ore. F & I

759—CAN. WITHERSPOON, GREENSBORO, N. C., meets every Mon. 2 p. m., Greensboro Nat. Bank Bldg.
J. J. W. Harris, 307 Walker av. O
J. A. Parker, Pomona, N. C. F
W. M. Perlew, 350 S. Ash st. I

760—LACKAWANNA ESTROUDSBURG, PA., meets 1st Sun. 2:30 p. m., and 3d Sun. 10 a. m., I. O. O. F. Hall, Cortland & Crystal sts.
O. H. Travis O
W. Homer Lee, Box 25 F
Edwin M. Weiler I

761—MUSKELGHELL, MILES CITY, MONT., meets 2d & 4th Sun. Wibaux Hall.
Wm. Chambers, Box 373 O
Thos. Brown, 307 Walker av. F
Geo. Bennett, Box 118 I

762—P. A. BURGESS, MEMPHIS, TENN., meets every Sun. 9:30 a. m., Graves Hall, cor. McLamore & Rayburn av.
J. W. Stokes, 1401 Florida st. O
G. J. Griffin, 1050 Barton av. F
W. A. Chrisman, 1088 Patton st. I

763—W. A. THOMPSON, PATRIVIEW, OKLA., meets 1st & 3d Wednesday, 2:30 p. m., Brown's Hall.
H. H. Rodman, Box 711 O
Jas. A. Jones, Box 711 F
A. Galletly, 538 St. Francis av., Wichita, Kans. I

764—TRANSCONA, MELVILLE, CAN., meets 2d & 4th Sun. 2 p. m., Melville Hall.
Robt. P. Corrigan O
A. McTavish F
J. F. Burns I

765—T. W. SALMON, FERRIDAY, LA., meets every Sun., 7 p. m., City Hall.
R. I. Ragland O
S. A. Jones F
S. K. Dixon, Bastrop, La. I

766—MT. CHARLESTON, LAS VEGAS, NEV., meets 1st & 3d Tues., 2 p. m., and 2d & 4th Tues., 7 p. m., Hickeys Hall.
Chas. Ireland O
Geo. F. Badenhausen F
W. E. Collins I

767—PORT MORRIS, N. J., meets 1st Sun. 7:30 p. m., 3d Sun. 2 p. m., Union Hall.
Richard Trozise, Box 31 O
A. J. Eick, Box 37, Stanhope, N. J. F & I

768—THREE RIVERS, THIEP RIVER FALLS, MINN., meets 1st & 3d Sun. 10 a. m., Masonic Hall.
A. O. McLane O
W. A. Boreen F & I

769—SANFORD, FLA., meets 1st & 3d Sun. 2:30 p. m., Masonic Hall.
Louis Roberts O
R. A. Newman F & I

770—ALACHUA HIGH SPRINGS, FLA., meets every Sun., 9 a. m., Masonic Hall.
C. R. Rice O
W. I. Trammell F & I

771—LACY, NEW BERN, N. C., meets 1st & 3d Sun. 2 p. m., K. of P. Hall, cor. Hancock & Broad.
J. H. Neal, 11 Union st. O
J. D. Whitford, 123 Craven st. F
Geo. R. Dunn, 150 Middle st. I

772—ALBERT W. ROITH, PITCAIRN, PA., meets 2d & 4th Sun. 2 p. m., I. O. O. F. Hall.
W. E. Alt Miller O
R. F. Jackson O
J. L. Dalley F
I

773—PORT PIERCE, FLA.
I

774—JALISCO, GUADALAJARA, MEX., meets 1st & 3d Sun. 8 p. m., Masonic Hall.
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J. B. Tilley, 493 Calle de Rastrillo F
W. S. Knox, 469 Ave., Colon I

775—CITY OF ROSES, VICTORIA, TEXAS, meets 1st & 3d Sun. I. O. O. F. Hall.
E. A. Krause, Box 512 O
H. Ashworth F
V. E. Hannig I

776—W. M. PAUL, GALVESTON, TEXAS, meets every Sun., 8 p. m., Red Men's Hall, 21st & Market sts.
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H. Lemmerman, 3617 M. st. F & I

777—OZONK, ROGALINA, LA., meets every Sun. 1 p. m., K. of P. Hall.
Chas. Reed O
R. F. Hibbs F
F. B. Stafford I

778—W. W. HILL, DES MOINES, IA., meets 2d Sun. 10 a. m., and 4th Mon. 2 p. m., Small K. P. Hall, N. E. cor. 8th and Locust sts.
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779—JAS. A. HICKS, MANCHESTER, GA., meets 1 & 3 Sun. 1:30 p. m., over Matthews store.
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780—FERRERA, FERRERA SPRINGS, ARK., meets 1 & 3 Sun. 1 p. m., K. of P. Hall.
O. B. Hill, 64 Hillside ave. O
W. F. Dobbins F
A. A. McQuay, Leslie, Ark. I

781—W. R. KELTON, JOHNSON CITY, TENN., meets every Sun. 2:30 p. m., K. of P. Hall.
W. W. Page O
J. F. Meredith F & I

782—F. A. BURGESS, KNOXVILLE, TENN., meets 1st & 3d Sun. 2 p. m., French & Roberts' Hall, Gay & Depot sts.
Wm. Farrar, 1624 Highland av. O
J. H. McCarty, 1005 Cornell av. F & I

783—WHITE PLAINS, N. Y.

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1 - CRESCENT, CHICAGO, ILL., meets 1st & 3d Thursday, 2 p. m., Lincoln Hall, Fraternity Bldg., 70 Adams St.

Mrs. P. J. Oulkin, 447 St. John av., Highland Park, Ill.
Mrs. Wm. Miller, 1730 Park av., S. Mrs. M. Hughes, N. 238 Springfield av.

2 - SILVER LEAF, GRAFTON, W. VA., meets 2d & 4th Thurs., 2 p. m., K. of P. Hall, Mrs. Katie Martin, Walnut St., E. Mrs. M. Farnsworth, 377 Warder av., S. Mrs. Cora E. Swisher, 235 Dewey av., W. Grafton.

3 - BANNER, ST. JOSEPH, MO., meets 2d & 4th Thursday, 2 p. m., Engineer's Hall, cor. 7th & Charles Sts.

Mrs. W. J. Trent, 1404 S. 10th St., S. Mrs. P. E. Colyar, 1036 Pacific St., S. Mrs. John Dorr, 1006 S. 9th St., S.

4 - CHIMNEY, LOGANSPORT, IND., meets 2d & 4th Thursday, 2:30 p. m., T. B. H. Hall, Winfield Bk.

Mrs. Lissie Eisenblase, 1527 Market St., Mrs. Harry St. Clair, 1729 Market St., S. Mrs. Howard Johnson, 827 16th St., S.

5 - WEA. W. H. WILLIS, CHICAGO, ILL., meets 1st & 3d Wednesdays 2:30 p. m. in K. of P. Hall, 9231 Cottage Grove av., Mrs. A. Moule, 944 91st St., S. Chicago, Ill.

Mrs. Stewart Glikenson, 3975 Burnside av., Mrs. N. Schilling, 2307 39th place, S.

6 - DIAMOND, ST. JOHNSBURGH, PA., meets 1st & 3d Thursdays at 8 p. m., in K. of P. Hall Exchange St.

Mrs. William E. McCannan, box 171, P. Mrs. Ellen King, P. O. Box, 564, S. Mrs. Wm. Hull.

7 - PEARL, GARRETT, IND., meets 1st & 3d Wed., at 2 p. m. in B. of L. E. Hall, Randolph St.

Mrs. O. E. Fitzgerald, P. Mrs. J. R. Gelhausen, 612 Randolph St., S. Mrs. E. A. Gard.

8 - GRATIOT, FORT HUNTER, NICH., meets 2d & 4th Thursday, 2 p. m., in Rutherford Hall, 2338 Cherry St.

Mrs. E. J. Waterworth, 2425 Forrest St., P. Mrs. H. A. Rutherford, 2338 Cherry St., S. & 21

9 - E. E. SEDELL, JACKSON, NICH., meets 2d & 4th Thursday, 2:30 p. m., B. L. E. Hall, Webb Bk., Mechanic St.

Mrs. G. L. Parrshall, 501 Teneyck, P. Mrs. Allie Wellman, 424 N. Elm St., P. Mrs. Ada Biesee, 219 Harris St., S.

10 - HOPE, FLORIDA, ILL., meets 2d & 4th Wednesday, 2:30 p. m., Society Hall, Observatory Bldg.

Mrs. Lella Polgren, 335 Faraday St., P. Mrs. Anna Hinman, 613 Oakland av., S. Mrs. Mary Moore, 705 Warner av., S.

11 - FLOWER CITY, ROCHESTER, N. Y., meets 2 & 4 Thursday, 1:30 p. m., Odd Fellows Hall, Colton.

Mrs. Frances Manning, 20 Orange St., P. Mrs. Sophia Burns, 1836 Main St., S. Mrs. Lucy P. Couch, 25 Breck St., S.

12 - F. C. WASHBURN, CHILLICOTHE, O., meets 2 & 4 Thursday, at 2 p. m., B. L. E. Hall, cor. Main & Mulberry Sts.

Mrs. E. R. Roderick, 393 2nd St., P. Mrs. John B. Cadden, 322 E. Water St., P. Mrs. August Michaels, 540 E. 7th St., S.

13 - FITZ, SAGINAW, E. S. NICH., meets 1st & 3d Wed., 2:30 p. m., Lester Adams Hall, cor. Warren & Potter Sts.

Mrs. M. Alexander, 386 N. Washington St., Mrs. Wm. Gehris, 515 Pittsburgh av., S. Mrs. Wm. J. Tibbitts, 1000 Bk. Tuscola St., S.

14 - EXCELSIOR, SPRINGFIELD, ILL., meets 2d & 4th Thursday, Odd Fellows Hall, cor. 4th & Monroe Sts.

Mrs. W. R. Warner, 1213 No. 9th St., P. Mrs. W. O. O'Connor, 3010 E. Washington St., S.

Mrs. M. J. Baran, 645 N. 4th St., S.

15 - ENTERPRISE, SEDALIA, MO., meets 2d & 4th Wednesday, 2:30 p. m., in I. O. F. Hall, South Ohio.

Mrs. Chas. Boyle, 1101 E. 10th St., P. Mrs. P. H. Finch, 509 W. 3rd St., S. Mrs. O. W. Goodwin, 302 W. 3rd St., S.

16 - CLOVERLEAF, CHARLESTON, ILL., meets 2d & 4th Wednesday, 2 p. m., Odd Fellows Hall, Sixth St.

Mrs. Geo. Daniels, 1119 Madison St., P. Mrs. G. Darigan, 124 Fifth St., S. Mrs. J. B. Soull, 1203 Jackson St., S.

17 - CRYSTAL, DETROIT, NICH., meets 1st & 3d Wednesday, 2:30 p. m., Elks Temple, Monroedale.

Mrs. J. Leahan, 151 Mt. Vernon av., P. Mrs. J. T. Henderson, 7 Elmwood av., S. Mrs. Walter Smith, 327 Military av., S.

18 - FRIENDSHIP, FT. WAYNE, IND., meets alternate Wednesday, 2:30 p. m., in B. L. E. Hall, 1232 Calhoun St.

Mrs. Helen Carter, 624 Dewald St., P. Mrs. Clara A. Walker, 1511 Horace St., S. Mrs. Laura Durnell, 225 W. DeWald I.

19 - GOOD WILL, HUNTINGTON, IND., meets 1st & 3d Wednesday, 2:30 p. m., in B. L. E. Hall, 9 Jefferson St.

Mrs. A. Huffman, 615 Wilkerson St., P. Mrs. M. E. Collins, 1094 1st St., S. Mrs. M. E. Wyman, 38 S. Jefferson St., S.

20 - KEYSTONE, ALLEGHENY CITY, PA., meets 2d & 4th Thursday, 2 p. m., B. L. E. Hall, cor. Eldred & Pennsylvania av.

Mrs. B. Beyer, 344 Collier St., P. Mrs. J. W. Keys, 1001 11th St., Beaver Falls, Pa., S.

Mrs. Geo. Wilson, 1317 Adams St., S.

21 - BETTER HALF, ATLANTA, GA., meets 2d & 4th Thurs., at 2:30 p. m., K. P. Hall, 8 Pryor St.

Mrs. Geo. D. Kitchens, 499 S. Pryor St., P. Mrs. J. O. Henderson, 456 Luckie St., S. Mrs. E. S. Andrus, 490 Capitol av., S.

22 - SILVER STAR, GRAND RAPIDS, NICH., meets 1st & 3d Thurs., at 2 p. m., B. L. E. Hall, cor. 8 Division & Sycamore St.

Mrs. Edna Bolts, 548 So. Division St., P. Mrs. Thos. Healey, 725 Fifth av., S. Mrs. Mary Platt, 732 Jefferson av., S.

23 - FALL BROOK, CORNING, N.Y., meets 1st & 3d Wednesday 2 p. m. in Odd Fellows Temple, E. Erie av.

Mrs. P. B. Ready, 141 Wall St., P. Mrs. Fred Bragg, 639 E. 1st St., S. Mrs. Jesse Newell, 65 E. 1st St., S.

24 - GRAND RIVER, TRENTON, MO., meets 2d & 4th Thursday, 2:30 p. m., B. L. E. Hall, Water St.

Mrs. Lissie Harting, 400 Custer St., P. Mrs. Mae Allen, 201 Trenton av., S. Mrs. Weltha Collier, 308 College av., S.

25 - SCHIPEE, BELLEVUE, O., meets alternate Thursday, at 2 p. m., B. L. E. Hall, Kilbourn St.

Mrs. G. O. Mullen, 138 Harkness St., P. Mrs. G. E. Pitcher, R. F. D. No. 4, S. Mrs. David Stetler, 400 E. Main St., S.

26 - ANITY, DAVENILLE, ILL., meets 2d & 4th Thursday, at 2:30 p. m., in Eagles Hall, 112 Vermillion St.

Mrs. W. H. Dowder, 2307 Cannon St., Sta. B.

Mrs. J. N. Powell, 14 Bramer av., Sta. B.

Mrs. A. S. Underminer, 4 Strou e st., Sta. B.

27—QUAKER CITY, PHILADELPHIA, PA., meets alternate Wednesdays, at 2:30 p.m. David Hall, 409 Lancaster st. Mrs. Frank Miller, 3522 Broad St. Mrs. S. Pine, 3508 Fairmount av. Mrs. Amelie Harvey, 7735 Lancaster av. I
28—CLIMAX, KRIK, PA., meets 1st & 3d Tuesday, 2:30 p.m., B. L. E. Hall. Mrs. W. H. O'Brien, 708 E. 19th st. Mrs. O. F. Kline, 409 Walnut st. Mrs. W. D. Diller, 702 E. 21th st. I
29—FRANKLIN CITY, TENNESSEE, meets 1st & 3d Wednesday, 2:00 p.m., Swope Block, cor. 7th & Ohio sts. Mrs. Edward Sheas, 635 N. 9th st. Mrs. G. E. Viqueeney, 940 N. 9th St. Mrs. W. O. Davis, 929 N. 9th st. I
30—GOLDEN HALL, PARSIPPANY, meets 1st & 3d Thursday, at 2:30 p.m., in B. L. E. Hall. Mrs. Carrie B. Downs, 1603 Washington av. Mrs. Harry Davis, 2431 Crawford av. Mrs. F. H. Kreger, 1811 Chess av. I
31—MARQUETTE, MARQUETTE, MICH., meets 1st & 3d Wednesday, 2:30 p.m., Keough's Hall, Washington st. Mrs. J. Brown, 204 Adams st. Mrs. Jas. A. Pearce, 541 Bluff st. Mrs. W. D. Reany, 742 Bluff st. I
32—FIDELITY, CONNATU, O., meets 1st & 3d Thurs., 2:30 p.m., Odd Fellows' Hall, Culp Bldg. Mrs. M. C. Rulphson, 150 Poplar st. Mrs. Wesley Bartlett, 562 State st. Mrs. Ella B. Laughlin, 548 State st. I
33—MASTIC CITY, MOBILE, MO., meet 1st & 3d Wednesday, 2 p.m., Stamm's Hall, cor. Reed & Williams st. Mrs. H. Turner, 818 West Rollins st. Mrs. J. H. Blum, 600 West Reed st. Mrs. Geo. Morrey, 514 E. Rollins st. I
34—CONCHO, FURBER, OKLA., meet 1st & 3d Wednesdays, 2:30 p.m., in B. of L. E. Hall, cor. Union av. & Ost. Mrs. Hattie A. Reilly, 617 E. Evans av. Mrs. W. B. Montgomery, 515 Broad way. I
35—GOOD OIL, GREEN BAY, WIS., meet 2d & 4th Wed., 2:30 p.m., K. of P. Hall, cor. Main & Washington sts. Mrs. H. L. Nichols, 122 S. Ashland av. Mrs. Chas. Baker, 716 Ashland av. Mrs. P. H. DeGuire, 800 Crook st. I
36—SUNBELL, HANABOO, WIS., meet 1st & 3d Saturday, 2 p.m., B. L. E. Hall. Mrs. Wm. E. Foster, 223 Seventh st. Mrs. A. W. Foster, 110 1st st. I
37—GENEKOITY, LITTLE ROCK, ARK., meet 2d & 4th Friday, at 2:30 p.m., O. R. O. Hall, 1000 1/2 Markham st. Mrs. Chas. Seymour, 1100 North st. Mrs. A. A. Dequire, 206 S. Cross st. Mrs. Mary Hangle, 1413 W. 4th st. I
38—A. WILSON, HOBOKEN, N. J., meet 1st & 3d Wednesday, at 2:30 p.m., in Reinken's Hall, 121 Hudson st. Mrs. A. O. Yard, 21 N. 7th st., Newark, N. J. Mrs. O. O. Taylor, 120 Ogden av. Jersey City, N. J. Mrs. W. Umpleby, 629 4th st., Weehawken, N. J. I
39—SUNFLOWER, NEWTON, KAN., meet 1st & 3d Fridays, 2:30 p.m., B. L. E. Hall, 607 1/2 Main st. Mrs. Eugene A. Devorraux, 324 W. South 3d st. Mrs. John E. Ryder, 807 Plum st. Mrs. Sarah Huntington, 812 W. 8th st. I
40—ANCHOR, CHICAGO, ILL., meet 2d & 4th Thursday, 2 p.m., in Franklin Hall, Fraternity Bldg., 70 Adams st. Mrs. Elizabeth Coppess, 3548 Western av. Mrs. Carrie A. Beardsley, 5512 Prairie av. Mrs. M. L. Barter, 3539 Washburn av. I
41—CRISWELL, NEWARK, O., meet 1st & 3d Thursday, 2:30 p.m., B. of L. E. Hall, East Main st. Mrs. Nellie E. Johns, 16 Webb st. Mrs. L. E. McManus, 159 Elmwood av. Mrs. Ona May, 69 1/2 th st. I
42—SINKET, SUNBURY, PA., meet 1st & 3d Thurs., 2:30 p.m., B. L. E. Hall. Mrs. B. F. Kohn, 182 Spruce st. Mrs. C. W. Hawk, 534 Susquehanna st. Mrs. L. A. Light, 643 Fourth st. I
43—COTTON BLOSSOM, MEDFORD, MASS., meet 1st & 3d Wed., 2:30 p.m., B. of L. E. Hall, cor. 40th av. & 5th st. Mrs. J. W. Veasey, 911 29th av. Mrs. R. T. Gilmore, 4012 South st. Mrs. Henry Schlager, 4018 South st. I
44—PERSEVERANCE, SLATER, MO., meet 1 & 3 Thursday, 2 p.m., Masonic Hall. Mrs. A. Frewitt, Box 388. Mrs. Geo. J. Jace, box 294. Mrs. Lulu Briggs, lock box 57. I

45—KENTUCKY BELLE, SOMERSET, KY., meet 2d & 4th Wednesday, 2:30 p.m., in B. L. E. Hall. Mrs. John Dikeman, P & I Mrs. H. A. Linder. I
46—QUEEN CITY, DENVER, COLO., meets 1st & 3d Wed 2 pm Mac'no Hall, 15th st. Mrs. T. Hinchell, 2233 W. 34th av. P Mrs. B. McBride, 2502 Humboldt st. Mrs. C. S. Scandale, 4030 Zenobia st. I
47—NEW BEDFORD, BEDFORD, ILL., meets 1st & 3d Thursday, 2 p.m., K. of P. Hall, Broadway. Mrs. Joe. Oragan, 721 Prairie Av. Mrs. Dan Flynn, 801 Broadway. Mrs. Harrie Morris, 1801 Prairie av. I
48—SIERRA NEVADA, SPARKS, NEV., meets 1st & 3d Tuesday, B. L. E. Hall. Mrs. R. F. Doherty, 1705 Allen av. Mrs. E. Shepley. Mrs. H. L. Huston. I
49—ORANGE STATE, CONCORD, N. H., meets 2d Wed. & 4th Thurs., at 2 p.m., B. L. E. Hall, Hillis Bldg., N. Main st. Mrs. E. E. Cross, 250 N. Main st. Mrs. A. W. Butterfield, 14 Humphrey st. Mrs. O. Doherty, 11 Thorndyke st. I
50—ST. LOUIS STAR, ST. LOUIS, MO., meets 2d & 4th Wednesday, 1:30 p.m., Anchor Hall, cor. Jefferson & Park. Mrs. Julia White, 2314 Eads av. Mrs. R. F. Doherty, 1705 Allen av. Mrs. Chas. Condon, 3223 Tarnel st. I
51—MERCY, CEDAR RAPIDS, IA., meets 1st & 3d Tuesdays, 2:30 p.m., in Canfield Hall. Mrs. J. A. Kimbro, 1628 Bv av. Mrs. F. A. Kimbro, 515 So. 6th st. Mrs. J. A. Hancock, 411 N. 19th st. I
52—LITTLE MIAMI, COLUMBUS, O., meets 1st & 3d Tuesday, 2 p.m., Castle Hall, Main & Third sts. Mrs. Mary E. Cassell, 158 W. 1st av. Mrs. Mary Leopold, 501 St. Clair av. Mrs. Mary Lanning, 712 Neil av. I
53—KESK, WINNAPOLIS, MINN., meets 1st & 3d Fridays, 2:30 p.m., Masonic Hall, cor. 25th st. & Central av. Mrs. H. S. Martin, 2723 Polk St. Mrs. O. E. Chapman, 2718 Filmore st. Mrs. Sam Shepard, 2734 Polk st. N.E. I
54—WALTER A. SCOTT, ALTOONA, WIS., meets 1st & 3d Thurs., 2:30 p.m., B. L. E. Hall, Mrs. Chas. Larson. Mrs. Carrie Coss. I
55—VICTORIA, BLOOMINGTON, ILL., meets 1st & 3d Wednesday, Jacoby Hall, 619 Main st. Mrs. Jas. Duncan, 615 W. Locust st. Mrs. Geo. Harvey, 502 E. Jefferson st. Mrs. M. F. Ramore, 328 N. Center st. I
56—HARMONY, BRADFORD, PA., meets 2nd and 4th Fridays, 2:30 p.m., in Malta Hall, Main st. Mrs. M. W. Nelson, 35 Miller st. Mrs. G. W. Lovelace, 21 Thompson av. Mrs. G. W. Weid, 14 Mer st. I
57—CORN CITY, TOLEDO, O., meets 2d & 4th Friday, 2 p.m., Anthony Wayne Hall, Broadway. Mrs. Etta Haynes, 308 Jervis st. Mrs. Emma E. Colter, 123 Gibbons st. Mrs. Carrie E. Marsh, 544 Knower st. I
58—ROSE, DEBOTO, MO., meets 1st & 3d Wednesday, 2 p.m., K. of P. Hall. Mrs. D. J. McDermott. Mrs. M. O. Owen. Mrs. J. H. Rohlfing. I
59—GLENWOOD, PITTSBURG, PA., meets 1st & 3d Thursday, 1:30 p.m., in Barker and, cor. 2d av. & Elizabeth st. Mrs. W. J. Heberling, 215 Trowbridge st. Mrs. W. D. Corcoran, 60 Cust st. Mrs. B. J. Cough, 5518 Sunnyside st. I
60—HOLLY, SAYRE, PA., meets 1st & 3d Tuesday, 7:30 p.m., in Talmage Hall. Mrs. A. Palmer, 516 Deemoon st. Mrs. Alex. Thompson, 122 Elmer av. Mrs. P. J. Lauz, 606 N. Elmer av. I
61—CITY OF HOMES, SPRINGFIELD, MASS., meets 1st & 3d Thursday, 2 p.m., Memorial Hall, Court st. Mrs. H. D. Vining, 72 Church st. Mrs. J. E. Coffey, 22 Prospect st. Mrs. O. A. VanAlstyne, 22 Fairview av. W. Springfield. I
62—T. S. INGRAMAM, COLLINGSWOOD, O., meets 1st and 3d Tuesdays at 2 p.m., in K. of P. Hall, Collamer st. Mrs. Fannie M. Luce, 4114 Manchester st. Mrs. Nina Clements, 181 Manning av. Mrs. O. A. Haskins, 181 Manning av. I
63—VALLEY CITY, WEST BAY CITY, MICH., meets 2d & 4th Wed. 2 p.m., B. of L. E. Hall, Mead Block, W. Midland st. Mrs. Lizzie Keyser, 311 N. Erie st. Mrs. Thos. J. Doyle, 609 N. Lynn st. Mrs. Jennie O'Hare, 609 N. Walnut st. I

64—MRS. S. J. COVER, ALTOONA, PA., meets 1st & 3d Thurs., 2:30 p.m., Golden Eagle hall, cor. 5th av. & 12th st. Mrs. J. A. Lewis, 422 1/2 14th ave. Mrs. A. H. Brady, 322 22nd st. Mrs. S. W. Arble, 1920 Union av. I
65—BUCKEYE, CLEVELAND, O., meets 1st & 3d Thursday, 2 p.m., stand, Pythian Temple, 915 Huron rd. Mrs. J. C. Garrett, 10725 Garfield av. P Mrs. O. W. Ross, 5519 E. St. Clair st. Collinswood. Mrs. Anna M. Jolley, 1427 E. 48th st. I
66—GOLDEN ROD, FORT JERVIS, N. Y., meets alternate Friday, 7:30 p.m., Mondon's Hall, Pike st. Mrs. O. H. McNaught, 24 Brooklyn st. Mrs. Floyd Beattie, 12 Church st. Mrs. John Knapp, 49 Hudson st. I
67—OIL CITY, OIL CITY, PA., meets 2d & 4th Thursdays at 2 p.m., in K. of P. Hall, Center st. Mrs. J. Parkhurst, 111 Hoffman av. Mrs. J. T. Smith, 40 Plummer st. Mrs. Marion Wolcott, 65 Plummer st. I
68—TOWHEE, RUMOKO, VA., meets 1st & 3d Wednesdays, 2:30 p.m., Mystic Chain Hall, Jefferson st. Mrs. A. D. Lane, 1001 4th av. N. W. P Mrs. L. A. Lemmon, 601 6th ave. S. W. S Mrs. O. Fortune, 353 Campbell av. S. W. I
69—NELLIE ELY, FT. MADISON, IA., meets alternate Thursdays, 2:30 p.m., Farnes Hall, Santa Rte. Mrs. J. T. Spink, 1125 Third st. Mrs. F. Newkirk, 2516 Des Moines st. Mrs. O. A. Anderson, 3128 Des Moines st. I
70—MERCANTILE, CONNELLVILLE, PA., meets 2d & 4th Wednesday, 2:30 p.m., I. O. O. F. Hall. Mrs. E. S. Marsh, 311 Pittsburgh st. Mrs. R. G. Graham, 504 E. Patton st. Mrs. John Layton, 401 Washington st. I
71—MRS. AGNES QUINN, KNOXVILLE, TENN., meets 2d & 4th Thursdays, at 3 p.m., French & Roberts Hall, cor. Gay and Depot sts. Mrs. Edgar Barringer, 601 Richard st. Mrs. E. A. Lloyd, 215 Pearl Place. Mrs. Idella Carnes, 1220 Chalmers st. I
72—A. E. YOUNGSON, HARTFORD, PA., meets 2d & 4th Thursday, Union Hall, cor. Wyoming & Green sts. Mrs. J. Flock White, Haven, Pa. P & I Mrs. Harry Keck, 67 N. Pine st. I
73—EMPIRE STATE, CHENAI, N. Y., meets 1st Wed. 7:30 pm & 3d Wed. 2:30 pm, Royal Arcanum Temp 33 Devereux st. Mrs. N. H. Decker, 717 Mary st. Mrs. Charles Ballard, 17 George st., Frankfort, N. Y. Mrs. Eva M. More, 182 Park av. I
74—KARLVIN, GUNTER, BROWN, IA., meets alternate Fridays, 2:30 p.m., in B. of B. T. Hall, cor. 7th & 11th sts. Mrs. J. H. Frampton, 1232 8th st. Mrs. M. E. Nordstrom, 116 Tamara st. Mrs. H. S. Barron, 1115 Carroll st. I
75—EVENTIDE, EAST SYRACUSE, N. Y., meets 1st & 3d Fridays, 8:00 p.m., Masonic Hall, Manlius. Mrs. M. Lamphere, 100 E. Homan st. Mrs. W. A. Hopkins, 608 W. Manlius st. Mrs. Jennie Alexander, Yates st. I
76—LAURA ANNA, STEVENSON, O., meets 1st & 3d Thursday, 7:30 p.m., B. L. E. Hall, Public sq. Mrs. Nellie Hutchinson, 275 Lucas st. Mrs. Loreta Groer, 112 Middleton st. Mrs. M. Stewart, 400 E. Middleton st. I
77—ZAC HUGO, RUSO, OKLA.

78—M. L. OSGOOD, MEADVILLE, PA., meets 1st & 3d Wednesday 2 p.m., in Odd Fellows' Temple Center st. Mrs. Wm. Curtis, Walnut st. Mrs. Sarah E. Trace, 702 N. Park av. Mrs. H. D. Brown, 317 Prospect st. I
79—ROYAL, BUFFALO, N. Y., meets 1st & 3d Thurs., 2 p.m., Odd Fellows Hall, 855 Elliott st. Mrs. J. E. Bailey, 32 Bufum st. P Mrs. James W. Varley, 80 Albany st. Mrs. J. Tunkey, 499 N. Division st. I
80—J. M. OLHAUSEN, E. MATCHCHUNK, PA., 2d & 4th Thurs., 2:30 p.m., Odd Fellows Hall. Mrs. Howard Swank, North st. E. Mauch Chunk. Mrs. C. B. Henry, E. Mauch Chunk. Mrs. Frank Eck, 218 Ridge av. Allentown, Pa. I
81—PASSIEMPSIC, NEWPORT, VT., meets 2d & 4th Wednesday, 1:30 p.m., Lane's Hall, Main st. Mrs. G. L. Clark. Mrs. Geo. W. Foster. Mrs. J. A. Hagan. I

- 82—MRS. W. F. HALLSTAD, SCRANTON, PA., meet 1st & 3d Wed., 2:30 p.m., in Odd Fellow Hall, 209 Wyoming av. Mrs. Thos. Colman, 662 N. Hyde Park av. P
- Mrs. John S. Loomis, 126 So. Hyde Park av. S
- Mrs. Thos. Toomey, 217 Fairview av. I
- 83—KERRALD, DODGE CITY, KAN., meets 1st & 3d Thursday, Masonic Hall. Mrs. Carrie Bainbridge. P
- Mrs. Maggie A. Shaw, lock box 12, Fort Dodge, Kans. S & I
- 84—SPRINGFIELD, SPRINGFIELD, MO., meets 2d & 4th Thursday, 2:30 p.m., K. of P. Hall, E. Commercial st. Mrs. W. A. Noleman, 1888 Robertson av. P
- Mrs. J. O. DuBoque, 1880 Summit av. S
- Mrs. Mary Ketchum, 1619 Clay St. I
- 85—GEN OF THE ROCKIES, LARAMIE WY., meets 1st & 3d Thursday, 2:30 p.m., in Odd Fellow Hall. Mrs. David Reid, 318 Fremont st. P
- Mrs. Geo. M. Harris, 169 8d st. S
- Mrs. Thos. Hickson, 709 S. 6th st. I
- 86—HELPING HAND, CLINTON, ILL., meets 2d & 4th Thursdays at 2:30 p.m. in Ied Men's Hall. Mrs. Ella Robinson, 802 E. Main st. P
- Mrs. Rose Turlay, 617 E. Johnson st. S
- Mrs. Mame Gallagher, 618 N. Madison st. I
- 87—ROCK CASTLE, CREWE, VA., meets 1st and 3d Friday, Masonic Hall. Mrs. John Carlin. P
- Mrs. M. O. Cheatham. S
- Mrs. E. W. James. I
- 88—CAPITAL CITY, ALBANY, N. Y., meets 1 & 3 Friday, 2:30 p.m., Chancellor Hall, 67-69 Pearl st. Mrs. John Yater, 882 Madison av. P
- Mrs. Carrie Van Dyke, 22 Buchanan st. S
- Mrs. Chas. Wriker, 26 Garfield Pl. I
- 89—CONEMATH VALLEY, CONEMATH, PA., meets 2d & 4th Thur., 2:30 p.m., Beech's Hall, Main st. Mrs. O. E. McDowell, Fourth st. P
- Mrs. J. P. Lotz, Greive st. S
- Mrs. John Hoy, Second st. I
- 90—LONG STAR, BIG SPRING, TEX., meets 1st & 3d Wednesdays, 3 p.m., in K. of P. Hall. Mrs. J. Weir. P
- Mrs. Chas. Kobegs. S
- Mrs. W. Bird. I
- 91—STRAWBERRY QUEEN, CENTRALIA, ILL., meets 1st & 3d Thur., 2:30 p.m., B. L. E. Hall. Mrs. E. Shepherd, 158 Hamm Blvd. P
- Mrs. Helen Torgerson, 236 So. Maple st. S
- Mrs. Kate Pizler, 614 W. Broadway. I
- 92—FOURTE-WE-NOT, OGDENSBURG, N. Y., meets 2d & 4th Thursday, at 2:30 p.m. in I. O. O. F. Hall. Mrs. L. W. Williams, 78 Patterson st. P
- Mrs. J. H. Chilton, 72 Morris st. S
- Mrs. J. A. Horton, 111 Jay st. I
- 93—GEN CITY, DAYTON, O., meets 2d & 4th Thursday, 2:30 p.m., Hollinscamp Hall, Jefferson st. Mrs. P. Fairman, 2628 E. 3d st. P
- Mrs. E. Wolf, 24 Flagg st. S
- Mrs. Jos. Stockman, 119 Kirkman st. I
- 94—CLEAR CREEK, WINLOW, ILL., meets 2d & 4th Thursday, 2:30 p.m., in Elks Hall. Mrs. P. Henderson. P
- Mrs. O. M. Bledsoe. S
- Mrs. Lee W. Morrison. I
- 95—ANTHRACITE, POTTSVILLE, PA., meets 2d & 4th Thursday, 2 p.m., P. O. S. of A. Hall, N. Centre st. Mrs. H. E. Wilson, 606E Norwegian st. P
- Mrs. Walter M. Bast, Schuykill. S
- Mrs. H. A. Haven, Pa. I
- 96—LOVALTY, CHICAGO, ILL., meets 2d & 4th Wed., 2 p.m., in Metropolitan Hall, cor. 44th ave. and Harrison st. Mrs. H. M. Stettler, 2217 Congress st. P
- Mrs. D. J. Carey, 2636 W. Congress st. S
- Mrs. Walter Graves, 801 S. Taylor av. Oak Park, Ill. I
- 97—CASSELL, SHERIDANVILLE, PA., meets 1st & 3d Wednesday, 1:45 p.m., in I. O. O. F. Hall, cor. Charters and American av. Mrs. Geo. Bebout, Minton st. P
- Mrs. J. O. Trullinger, Bergman st. S & I
- 98—TOPKAT, TOPKAT, KAN., meets 2d & 4th Friday, 3 p.m., in K. & L. of S. Hall, 701 Kansas av. Mrs. Will Sherman, 701 Jefferson st. P
- Mrs. Mary G. Manker, 429 E. Euclid Ave. S
- Mrs. Mary Fuller, 828 Madison st. I
- 99—P. S. EVANS, BOSTON, MASS., meets 1st & 3d Wednesday, 2 p.m., B. L. E. Hall, 164 Canal st. Mrs. W. J. Davis, Box 878, Ayer Mass. P
- Mrs. F. A. Allen, 8 School st., Charlestown, Mass. S
- Mrs. T. L. Wilkins, 23 Fearless st., Lynn, Mass. I
- 100—MOOSE TUNNEL, MECHANICSVILLE, N. Y., meets 1st & 3d Thursday, 2:30 p.m., in I. O. O. F. Hall, No. 1 Mrs. C. N. Pilling, N. Main st. S
- Mrs. P. T. Doyle, 112 S. 2d st. S & I
- 101—GARDEN CITY, MISSOURI, MO., meets 1st & 3d Wed., 2:30 p.m., I. O. O. F. Hall, Higgins av. Mrs. Ida Mason, P. O. Box 387. P
- Mrs. J. A. Kilcoyne, 601 McCormick st. S
- Mrs. J. O. Anderson, 226 A st. I
- 102—ROCKY MOUNTAIN, EVANSTON, WY., meets 2 & 4 Tuesdays, 2:30 p.m., in A. O. U. W. Hall. Mrs. Elizabeth Baden. P
- Mrs. Tessie E. Bailey. S
- Mrs. B. Gutting. I
- 103—GULFPORT, GULFPORT, MISS., meets 1st & 3d Thursday, 2:30 p.m., B. of L. E. Hall. Mrs. Jas. Currie, 1709 21st av. P
- Mrs. B. L. Hughes, 10th st. & 38th av. S
- Mrs. J. G. Neno, Beech Point. I
- 104—GOLDEN STATE, LOS ANGELES, CAL., meets 1 & 3 Thur., 2 p.m., at Walker Theatre Bldg., 700 So. Grand av. Mrs. E. W. Newbill, 2629 Darwin st. P
- Mrs. G. F. Manthel, 686 1/2 So. Daly st. S
- Mrs. Mary Wyatt, 789 1/2 Towne av. I
- 105—STERNMOD, BRIDGEPORT, OHIO, meets 2 & 4 Thurs., 2 p.m., Helmbra Hall. Mrs. Nora Brady, Hamilton st., Bel. Hall, Ohio. P
- Mrs. John Reidwitz, Bridgeport, O. S
- Mrs. Andrew Tolmie, 483 24th st., Bel. laire, O. I
- 106—MESELEND STANFORD, SAN FRANCISCO, CAL., 2d & 4th Tues., 2:30 p.m., Masonic Hall, 2685 Mission st. Mrs. Harry Eader, 169 Lexington av. P
- Mrs. Belle Bushnell, 611 Broderick st. S
- Mrs. E. E. Stewart, 2009 Howard st. I
- 107—CHARTER OAK, HARTFORD, CONN., meets 1st & 3d Tuesday, 2:30 p.m., G. A. E. Hall, Cheney Bldg., 926 Main st. Mrs. Lee Smith, 227 Albany av. P
- Mrs. W. Van Benschoten, 22 Liberty st. S
- Mrs. J. A. Brennan, E. Hartford, Conn. I
- 108—GILBERT A. McLEAN, SALT LAKE CITY, UTAH, meets 2d & 4th Fri., 2 p.m., in Eagles Hall, cor. 2d South and 1st West st. Mrs. O. M. Husband, 23 Short Line av. P
- Mrs. Minnie Gane Coleman, 4 Banks Court. S
- Mrs. Emma Flemming, 216 So. 8th West st. I
- 109—WYOMING VALLEY, WILKESBARRE, PA., meets 2d & 4th Wednesday 2 p.m., G. A. B. Hall. Mrs. C. Dove, 129 Spring st. P
- Mrs. Wm. Conway, 180 So. Grant st. S
- Mrs. Thos. Cole, 22 Timpon st. I
- 110—ORIOLE, BALTIMORE, MD., meets 1st & 3d Wednesdays, 2:30 p.m., Claggett Hall, 614 N. Fremont av. P
- Mrs. J. B. Smith, 521 E. 20th st. S
- Mrs. Frank Hall, 618 E. 21st st. I
- Mrs. Alice Metcalfe, 1042 Clifton Pl. I
- 111—MISS ELIZABETH K. FITZGERALD, MARTINSBURG, W. VA., meets 2d & 4th Tuesdays, 2 p.m., K. of P. Hall, cor. Queen & Burke st. Mrs. A. O. Armstrong, 121 N. Centre st. P
- Mrs. L. B. Brooks, 625 Winchester av. S
- Mrs. Lizzie Brantner, 807 Euclid av. I
- 112—WEST PHILADELPHIA, PHILADELPHIA, PA., meet alternate Thurs., 2:30 p.m., Davis Hall, 894 Lancaster av. Mrs. Geo. Miller, 321 Brown st. P
- Mrs. G. L. Bloomingdale, 623 Jefferson st. S
- Mrs. Harry Mateer, 5482 Merion av. I
- 113—PROTECTION, DES MOINES, IA., meets 1st & 3d Tuesday, I. O. O. F. Hall, 618 W. Locust. Mrs. A. F. Fowler, R. F. D. No. 6. P
- Mrs. F. F. Wiler, 1846 E. Grand av. S
- Mrs. J. E. Platner, 813 Howe st. I
- 114—HILLVIEW, ST. ALBANS, VT., meets 1st & 3d Wed., 2:30 p.m., B. L. E. Hall. Mrs. Geo. E. Taylor, 11 Upper Weldon st. P & I
- Mrs. H. Palmer, 16 Bishop st. S
- 115—COL. MIA, WASHINGTON, D. C., meets 2d & 4th Thursday, 2 p.m., McCauley's Hall, 209 Penn'ia av. S. E. Mrs. Mary J. C. Criste, 608 Virginia av. S. F. P & I
- Mrs. J. T. Monaghan, 1373 E. Capital st., Baltimore, Md. S
- 116—COLUMBUS, COLUMBUS, O., meets 1st & 3d Thursday, 2 p.m., Hildreth Hall, cor. Hildreth & 20th st. Mrs. Margaret Gallagher, 550 St. Clair av. P
- Mrs. Mary Dochson, 261 N. 18th st. S
- Mrs. Mary Roach, 1170 Hildreth av. I
- 117—MRS. C. L. BRETT, CUMBERLAND, MD., meets 1 & 3 Thursdays, 1:30 p.m., Woodmen's Hall, Virginia ave. South Cumberland. Mrs. Carrie McKinzie, 200 N. Center st. P
- Mrs. Ella Rafter, 186 Virginia av. S
- Mrs. Alice Smith, 199 Grand ave. I
- 118—WHAT CHEER, PROVIDENCE, R. I., meets 2d & 4th Wednesday, 2:30 p.m., Castle Hall. Mrs. J. Kelley, 94 Wyndham av. P
- Mrs. G. L. Buteau, 11 Ruggles st. S
- Mrs. Walter Rochford, 64 Walnut st., East Providence, R. I. I
- 119—SYMPATHY, BUTLAND, VT., meets 2d & 4th Wednesday, 2:30, W. B. O. Hall, Merchant's Row. Mrs. E. L. Peluse, 76 Plain st. P
- Mrs. Wm. Green, 98 Plain st. S
- Mrs. D. Mahoney, 104 Forest st. I
- 120—UNION, CARBONDALE, PA., meets 1st & 3d Wednesday, 2:30 p.m., Cambrian Hall, cor. 7th av. & Church st. Mrs. J. P. McCawley, 28 River av. P
- Mrs. G. H. Dimock, 18 Chestnut av. S & I
- 121—WILLING WORKERS, EASTON, PA., meets 1st & 3d Wed. in Vanderveer Hall, cor. 9th and Washington st. Mrs. Anna Ketchledge, 404 Nesquehoning st., South of E. 10th st. P
- Mrs. Alice Stubblebine, 1195 W. Washington st. S
- Mrs. J. Bennett, 921 Butler st. I
- 122—J. W. GUSKY, HENNETT, PA., meets 1st & 3d Thur., 2 p.m., in American Mechanics Hall. Mrs. Geo. England, 8 Butler st. P
- Mrs. J. E. Cavanaugh, 169 45th st. S
- Mrs. William White, 121 Ohio st. I
- 123—VALVERDE, RAYON, N. M., meets 1st and 3d Thurs., 2:30 p.m., K. of P. Hall. Mrs. Augusta Snell, N. 3d st. P
- Mrs. C. J. Perkins, 620 N. 1st st. S
- Mrs. O. L. Palmer, 216 N. 3d st. I
- 124—G. W. STEVENS, HINTON, W. VA., meets 1st & 3d Wednesday, 2:30 p.m., at Plumley and Pucket Hall, 2nd ave. Mrs. W. A. Saunders. P
- Mrs. W. T. Lipcomb, 221 4th av. S
- Mrs. A. G. Fredeking. I
- 125—MRS. W. E. HOYT, ST. PAUL, MINN., meets 1st & 3d Wednesday 2 p.m., Odd Fell's Hall, cor. 6th & Wabasha. Mrs. P. H. Hooten, 87 E. 10th st. P
- Mrs. Nellie E. Needham, 561 St. Anthony ave. S
- Mrs. B. B. Smith, 98 Bycamore st. I
- 126—HAMILTON, PARKERSBURG, W. VA., meets 2d & 4th Thursdays, 2:30 p.m., in I. O. O. F. Hall. Mrs. Henrietta Wilson, 844 Mary st. P
- Mrs. R. W. Baker, 1018 George st. S
- Mrs. J. F. Dougherty, 1403 Springfield st. I
- 127—GEO. F. WILSON, HORTON, KAN., meets 1st & 3d Thurs., 3 p.m., K. of P. Hall. Mrs. Lydia Kilmer, Box 377. P
- Mrs. Maud Towers, Box 635. S
- Mrs. Ida Kirk. I
- 128—MONTREAL, INDIANAPOLIS, IND., meets 1st & 3d Thursday, B. L. E. Hall, Mass. av. & New York st. Mrs. Wm. Weaver, 217 Park View av. P
- Mrs. F. M. Simms, Tacoma Flat. S
- Mrs. J. S. McKibbin, 1411 E. Washington st. I
- 129—JUSTICE, AUGUSTA, GA., meets 2d & 4th Wed., 3:00 p.m., A. P. A. Hall. Mrs. H. Zeigler, 625 Calhoun st. P
- Mrs. E. E. Clary, 555 Calhoun st. S
- 130—MRS. M. E. INGALLS, COVINGTON, KY., meets 2d & 4th Thursday, 2 p.m., in Post Bldg., Madison ave., between 4th and 5th sts. Mrs. J. E. Fairhead, 1837 1/2 Greenup st. P
- Mrs. G. E. Twyman, 2016 McCoy av. S
- Mrs. H. E. Gregory, 1603 Greenup st. I
- 131—FOREST CITY, LONDON, ONT., meets 1st & 3d Tues., 3:00 p.m., A. O. F. Hall, Dundas st. Mrs. H. McHarg, 70 Hamilton Road. P
- Mrs. A. Russell, 417 Hill st. S
- Mrs. A. Simpson, 670 William st. I

123-MRS. W. B. CURELY, LOUISVILLE, KY., meets 2d & 4th Tuesdays, 2:30 p.m., Liberty Hall, Walnut st., between 2d & 3d sts.

Mrs. J. D. Pettigall, 634 W. Breckenridge st.

Mrs. J. W. Shooklin, 2001 Maple st.

Mrs. Pat Cain, 1230 Kentucky st.

122-MAY FLOWER, PITTSBURG, KAN., meets 1st & 3d Thursday, 2 p.m., in I. O. O. F. Hall, West 6th st.

Mrs. Eliz. Neptune, 1808 N. Grand st.

Mrs. Bird H. Reed, 1603 S. Elm st.

Mrs. Rosella Reeves, 210 E. 14th st.

124-NAFLE CITY, HURKELL, S.C., meets alternate Tuesdays at 7:30 p.m. in B. L. E. Hall, 137 Main st.

Mrs. Geo. A. Badgley, 32 Genesee st.

Mrs. J. M. Hadden, 7 Collier st.

Mrs. William Hood, 345 Canisteo st.

123-KOSWELL RILLER, N. LA CROSSE, WIS., meets 1st & 3d Tuesdays, at 2 p.m., B. L. E. Hall, Caladonia st.

Mrs. James O'Brien, 1643 Kane st.

Mrs. Henry Benz, 1622 Kane st.

Mrs. Anna Taylor, 815 Rose st.

130-BIEFAR, HOWELL, IND., meets 2d & 4th Wednesdays, 2 p.m., in Clemmons Hall, Barker st.

Mrs. Christina Gymer, 106 Cumberland st.

Mrs. E. Lawell, 200 Arlington av.

Mrs. Martha Sutter, Delmar av.

127-BLUE MOUNTAIN, HARRISBURG, PA., meets 1st & 3d Thursday, 2 p.m., Manks Hall, 1741 6th st.

Mrs. J. H. E. Kock, 919 - 3d st.

Mrs. Alonzo Martin, 212 Menich st.

Mrs. L. Kennedy, 1929 N. 2nd st.

128-STAR OF 1900, EL PASO, TEXAS, meets 1st & 3d Wednesday, 2:30 p.m., K. of P. Hall, Mesa av.

Mrs. W. F. Schoonmaker, 821 Boulevard st.

Mrs. Dodie Prothro, 1707 Wyoming st.

Mrs. Margaret McGinnis, 617 Prospect st.

126-MURDOCK, OKENSBURG, PA., meets 2d & 4th Wed. 2:30 p.m., I.O.O.F. Hall

Mrs. J. W. Gilchrist, 202 Alexander st.

Mrs. J. M. McInnes, Ridge Way, S

140-SMADY MAGUIRE, TUSCUMBIA, ALA., meets 2d & 4th Thursdays, 2 p.m., Masonic Hall.

Mrs. S. J. Anderson.

Mrs. J. A. Keys

141-BELLAIR, PHILLIPSBURG, N. J., meets 2d & 4th Thurs. B. L. E. Hall.

Mrs. John Teneicell, 21 Fayette st.

Mrs. Geo. Johnson, 233 Mercer st.

Mrs. Allen Dodd, 32 Chambers st.

142-VESTA, DEBART, PA., meets 1st & 3d Thursdays, 2 p.m., in I. O. O. F. Hall, Chestnut st.

Mrs. John Brown.

Mrs. W. M. Bridge.

Mrs. William Robb.

143-AMARANTH, ELKHART, IN., meets 1st & 3d Thursday, 2:30 p.m., B. L. E. Hall, 614 S. Main st., 2d floor.

Mrs. Mary Dibble, 608 2d st.

Mrs. Cora B. Curran, 166 Division st.

Mrs. Martha McMillen, 415 State st.

144-PRINCE GEORGE, CHEYENNE, WYO., meets 1st & 3d Tuesdays, 2:30 p.m., Fraternal Hall, Ferguson st.

Mrs. W. E. McNulty, 806 W. 24th st.

Mrs. F. W. Dudley, 210 E. 19th st.

Mrs. J. V. Ellis, 2122 Evans st.

145-CONVENTION CITY, EL RUFFALO, N.Y., meets 1st & 3d Mondays, 7:30 p.m., in Leland Hall, 669 Walden av.

Mrs. J. D. Cozer, 83 Lenoxy st.

Mrs. George Seits, 83 Burgard pl.

Mrs. Wm. Candel, 1987 Bailey av.

146-SPRING CITY, FOND DU LAC, WIS., meets 1st & 3d Thurs., G. A. R. Hall, Main st.

Mrs. W. R. Schell, 86 West Division st.

Mrs. N. M. Lee, 307 Hamilton st.

Mrs. I. K. Ellison, 270 E. 2d st.

147-WELCONE, ASHTABULA, O., meets 1st & 3d Thursday, 2:30 p.m., B. of L. E. rooms, cor. Main & Center sts.

Mrs. G. H. Momeyer, 317 West st.

Mrs. Percy Brown, 65 1/2 Flisk st.

Mrs. Mary Hill, 108 Station st.

148-ALTAIR LEAF, KANSAS CITY, MO., meets 2d & 4th Thursdays, 2 p.m., in Pyramid Hall, 1609 Penn av.

Mrs. Chas. Irish, 2024 Jefferson st.

Mrs. R. L. Milton, 2924 Mercer st.

Mrs. W. Herriman, 2400 Wabash st.

149-MRS. ROBERT QUAYLE, CLINTON, IA., meets 2 & 4 Wed., 2:30 p.m., B. of L. E. Hall, 10th & 4th st.

Mrs. Claude Nichols, 1209 S. 7th st.

Mrs. D. L. Stamm, 714 S. 6th st.

Mrs. C. E. Goodwin, 784 Stockholm st.

150-MORALITY, KANSAS CITY, KAN., meets 1st & 3d Wednesday, 2 p.m., in College Hall, 730 Central av.

Mrs. H. G. Stouder, 908 Pacific av.

Mrs. J. F. Kohn, 616 Tenny av.

Mrs. J. O. Denison, 229 S. 7th st.

151-THE BELLE, BELLE PLAINE, IA., meets 1st & 3d Tuesdays, 2:30 p.m., Red Mont Hall, 12th st.

Mrs. Edward Striley.

Mrs. Geo. Baxter.

Mrs. T. F. Murray, 908 Sixth av.

152-LALAC, ARGENTINE, KS., meets 2d & 4th Thursday, 2 p.m., Masonic Hall.

Mrs. Frances E. Hurley, 218 S. Olive st.

Mrs. J. Hovland, 80 S. 7th st.

Mrs. Jennie Herrick, S. 7th st.

153-MRS. T. P. FOWLER, MIDDLETOWN, N. Y., meets 1st & 3d Wednesday, 2:30 p.m., Odd Fellows' Hall, North st.

Mrs. E. Kelsey, 234 Broad st.

Mrs. Thos. Carroll, 140 Octave st.

Mrs. J. R. Ellenberger, 68 Grand av.

154-W. S. BELLET, SPOKANE, WASH., meets 2d & 4th Monday, 2:30 p.m., Upper Pacific Hall, Riverside av.

Mrs. J. T. Campbell, 1911 Gardner av.

Mrs. J. J. Bigger, E. 428 Indiana av.

Mrs. Christina Stewart, E. 212 2d st.

155-GOLDEN RULE, KASHUA, N. H., meets 1st & 3d Tuesday, 2 p.m., Mechanics' Hall.

Mrs. J. Frank Cook, 110 S. State st.

Mrs. Geo. Coleman, 234 Lincoln av.

Mrs. E. A. Collins, 18 Fairmont st.

Mrs. E. A. Parker, 14 Harvard st.

156-OAKLAND, OAKLAND, CAL., meets 1st & 3d Wednesday, 2 p.m., Fraternity Hall, cor. 7th & Feralita sts.

Mrs. D. M. Collyer, 1714 12th st., West Oakland.

Mrs. W. Thompson, 1896 12th st., West Oakland.

Mrs. H. S. Gardner, 1814 8th st.

157-RHODESBROOK, BELLWOOD, PA., meets 2d & 4th Thurs. 2 p.m., Tuckhoe Hall, bet. 12th & 13th, West Side.

Mrs. Geo. Baker.

Mrs. Thos. Houston.

158-KOSHO VALLEY, CHARUTE, ILL., meets alternate Thursdays, 2:30 p.m., in A. O. U. Hall.

Mrs. Hulda Parker, 602 So. Highland av.

Mrs. W. C. Morgan, 29 S. Lincoln av.

Mrs. Vina Parks, 1204 S. Evergreen av.

159-SUCCESS, MEMPHIS, TENN., meets 2d & 4th Wed., 2 p.m., Odd Fellows Hall, Cor. Main & N. Court st.

Mrs. W. H. Wright, 392 McClamore av.

Mrs. J. M. Bruso, 273 Woodridge av.

Mrs. J. Haines, 240 Maryland av.

160-PRUDENCE, MURPHYSBORO, ILL., meets 2d & 4th Wednesday, 2:30 p.m., in K. of C. Hall, 11th st.

Mrs. Jno. Delano, 1820 Pine st.

Mrs. Rollo Thornton, 2015 Pine st.

Mrs. Jas. Benson, 446 16th st.

161-NAFLE LEAF, TORONTO, ONT., CAN., meets 1st & 3d Wed. 2 p.m., Occident Hall, cor. Queen & Bathurst sts.

Mrs. John Ross, 287 Crawford st.

Mrs. D. J. Kerr, 2329 Gerrard st., E. Toronto.

Mrs. Heron, 22 Carlyle st.

162-MEADOW CITY, EL LAS VEGAS, N. M., meets 1st & 3d Thursday, 2 p.m., in Pioneer Hall, Douglas av.

Mrs. L. E. Trainor, 1104 8th st.

Mrs. J. E. Blevins, 322 Grand av.

Mrs. J. Kirk, 212 - 9th st.

163-MRS. J. A. FILLMORE, DENVER, CAL., meets 1st & 3d Tuesday, 2 p.m., at Branstetters Hall.

Mrs. Anna Micanider.

Mrs. Lucy A. Campbell.

Mrs. F. M. Williams.

164-GOLDEN GRAIN, SIOUX CITY, IOWA, meets 1st & 3d Wednesday, 2 p.m., Odd Fellows' Hall, 4th st.

Mrs. E. M. Morgan, 328 Waseyblth st.

Mrs. E. A. Litta, 810 Virginia st.

Mrs. Clarence Wells, 1330 Jennings st.

165-LAKE, CHICAGO, ILL., meets 1st & 3d Tuesday, 2 p.m., Garfield Hall, 5444 Wentworth av.

Mrs. G. L. Bodley, 5518 Wentworth av.

Mrs. John Landgraf, 422 Garfield Blvd.

Mrs. Theo. Lowe, 4437 Princeton av.

166-FLOYD VALLEY, SIOUX CITY, IA., meets 1st & 3d Thursday, 2 p.m., Odd Fellows' Hall, 4th st.

Mrs. Frank Newbowers, 901 Virginia st.

Mrs. Jennie M. Gardn r, 118 Rustin av.

167-SNOW DROP, GALION, O., meets 2d & 4th Thursday, 2 p.m., Foresters Hall, So. Market st.

Mrs. W. G. Richard, 332 S. Market st.

Mrs. Ida Knapp, 325 Orange st.

Mrs. Emily Smythe, 417 S. Union st.

168-L. S. COFFIN, FT. DODGE, IA., meets 2d & 4th Fridays, 3 p.m., K. O. Hall, Central av.

Mrs. Fred Peterson, 525 4th av. S.

Mrs. F. B. Rugg, 324 So. 7th st.

Mrs. C. W. Beresford, 1602 First av. S.

169-CLEVERLY, BIRMINGHAM, ALA., meets 1st & 3d Wed, 2:30 p.m., B. of L. E. Hall, 1294 First av.

Mrs. J. Van Arsdale, 710 S. 30th st.

Mrs. F. M. Keffer, 223 av. F.

Mrs. Julia Beamish, 1810 6th av. N.

170-TURQUOISE, ALBUQUERQUE, NEW MEX., meets 1st & 3d Wednesday, 3 p.m., Odd Fellows Hall, 3174 S. 2d st.

Mrs. John Fenner, 412 Broadway.

Mrs. Edwin Sower, 216 S. Main st.

Mrs. John Butler, 717 East st.

171-SUNRISE, RICHMOND, QUE., meets 1st & 3d Thursday, 2:30 p.m., Odd Fellows' Hall.

Mrs. Geo. Pearson, Box 95.

Mrs. P. Thompson, P. O. box 100.

Mrs. Fred O'Brien, Box 29.

172-RIVERSIDE, BALTIMORE, MD., meets 2d & 4th Wed. at 2:30 p.m. in Friendship Hall, 125 Montgomery st.

Mrs. Lillie Marsh, 1513 Webster st.

Mrs. E. Donnelly, 117 S. Gilmore st.

173-MRS. J. J. HILL, BEAINE, MINN., meets 2d & 4th Wed. 2 p.m., I. O. O. F. Hall

Mrs. Geo. Hertram, 329 Main st.

Mrs. C. T. Dubois, First st.

174-MRS. ROBERT R. ORR, EVANSVILLE, IND., meets 1st & 3d Friday, 2:30 p.m., Evans' Hall, cor. 5th & Locust sts.

Mrs. Schuyler Steinmetz, 1302 E. Virginia st.

Mrs. Robert Skinner, 1601 E. Michigan st.

Mrs. Kate Farrow, 1001 Chestnut st.

175-WISCONSIN VALLEY, ABBOTSFORD, WIS., meets 2d & 4th Mon., 2:30 p.m., in Maccabee Hall, Main st.

Mrs. H. E. Spaulding.

Mrs. O. A. Perry.

Mrs. Owen Hughes.

176-FRIDE OF CHATTAHOOGA, CHATTAHOOGA, TENN., meets 2d & 4th Wed., 2 p.m., K of P. Hall, cor. Cherry & 8th st.

Mrs. Andy Moore, 1111 11th st.

Mrs. W. F. Hetzler, 1106 E. 10th st.

Mrs. F. Penybaker, 806 E. Montgomery av.

177-ELIA MINOR, NEW HAVEN, CONN., meets 2d & 4th Thursday, 2:30 p.m., in Odd Fellows' Hall, 95 Crown st.

Mrs. Geo. Fessenden, 344 Howard av.

Mrs. J. C. Tracy, 299 Columbus av.

Mrs. Geo. H. Withersell, 80 E. First st.

178-MRS. C. F. LONG, HANSLION, O., meets 2d & 4th Wednesday, 2 p.m., B. L. E. Hall, W. Main st.

Mrs. Nellie M. Burkhardt, Gen. Del. P.

Mrs. F. A. Brady, 183 W. Tremont st.

Mrs. H. L. Johnson, 1314 E. 4th st., Canton, O.

179-LORRAINE, E. ST. LOUIS, ILL., meets 1st & 3d Tuesdays, 2 p.m., Eagles' Hall, 209 W. 5th st.

Mrs. Geo. Simpson, cor. 4th st. and Bond av.

Mrs. W. B. Horstman, 812 Market st.

Mrs. Hattie Kirby, 702 Converse av.

180-MRS. MARGARET E. CROCKER, SACRAMENTO, CAL., meets 1st & 3d Wed., 2:30 p.m., I. O. O. F. Hall.

Mrs. J. E. Doran, 211 st.

Mrs. A. W. Clements, 914 - 22d st.

Mrs. G. W. McCoy, 210 1/2 K st.

181-MISTLETOE, DENISON, TEX., meets 2d & 4th Wednesday, 2 p.m., in J. R. C. Hall, Main st.

Mrs. T. Z. Williams, 431 W. Heron st.

Mrs. W. H. McCune, 405 W. Sears st.

Mrs. Jennie Finley, 220 W. Heron st.

182-THE LEVER, MINNEAPOLIS, MINN., meets 1st & 3 Thursdays, at 2:30 p.m., Richmond Hall, cor. 5th st. & 3d av.

Mrs. J. E. Hamsberg, 218 Sixth st. S. E.

Mrs. Jessie L. Phillips, 210 5th av. S. E.

Mrs. Stella Murphy, 224 11th av. So. I.

183-ALERT, EAGLE GROVE, IA., meets 1st & 3d Wednesdays, 2:30 p.m., Masonic Hall, Broadway.

Mrs. M. Ramer.

Mrs. A. M. Meeker.

Mrs. P. Rankin.

184-PROSPERITY, DENVER, COLO., meets 2d & 4th Mondays, at 2:30 p.m., in Goody Hall, W. 8th av. and Jackson st.

Mrs. D. W. Johnston, 1016 Klarnath st.

Mrs. Geo. H. Scott, 1042 Clarkmst.

Mrs. P. Kelly, 301 S. 14th st. Englewood.

185-SUPERIOR, SUPERIOR, WIS., meets 2d & 4th Thursday, 3 p.m., Odd Fellows' Hall, cor. 12th & Ogden st.
Mrs. Harry Adams, 1217 14th st.
Mrs. Harry White, 1525 Banks ave.
Mrs. M. Riley, 1601 N. 18th st.
186-ALABAMA, MOBILE, ALA., meets 1st & 3d Thursday, 2 p.m., I.O.O.F. Hall, N. Royal st.
Mrs. A. Ash, 366 S. Warren st.
Mrs. L. L. Collier, 451 Conception st.
187-J. D. RECHNER, AUSTIN, MINN., meets 2d & 4th Tuesdays, 7:30 p.m., German Hall, Bridge st.
Mrs. R. M. Hazeltine, N. Railway st.
Mrs. Frank Underhill, 207 W. Mill st.
Mrs. J. Shook, 311 E. Water st.
188-STAR OF NINETY-THREE, JACKSON, TENN., meets 1st & 3d Thursday, 3 p.m., K. of P. Hall, Main st.
Mrs. O. G. Gregory, 762 E. Chester st.
Mrs. J. H. Edwards, 536 S. Dodd st.
Mrs. B. L. Hayley, 716 N. Royal st.
189-PROSPECT, CAMDEN, E. J., meets alternate Thursdays, 2:30 p.m., in Goffe Bldg., 23 Broadway.
Mrs. Nellie A. Parker, 706 Penn st.
Mrs. M. L. Connelly, 427 S. 5th st. & S. 1
190-SEMPER FIDELIS, WATERLOO, ILL., meets 1st & 3d Wed., B. O. L. E. Hall.
Mrs. J. No. G. Griffin, 321 High st.
Mrs. Geo. A. Wheeler, 43 Cascaden Pl.
Mrs. P. R. Griffin, 221 High st.
191-EASTER, 1894, WATER VALLEY, MINN., meets 1st & 3d Wednesday, 3 p.m., I. O. O. F. Hall, Main st.
Mrs. Emma Kirby, 716 E. P. Hall.
Mrs. Arthur H. Mills, Box 355.
Mrs. Ida Kennedy.
192-VENUS, CHICAGO, O., meets 2d & 4th Thursday, 2 p.m., B. of L. E. Hall.
Mrs. Harry Millership, 148 Moten st.
Mrs. J. E. Cogley, Hayes st.
Mrs. F. Hartman, 172 N. Main st.
193-I WILL, CHICAGO, ILL., meets 2d & 4th Wed. 2 p.m., Netherwood Hall.
Mrs. M. D. Connors, 608 S. Robey st.
Mrs. Harry M. Johnson, 107 W. 18th st.
Mrs. Geo. Stoff, 528 S. Paulina st.
194-PARSY, CLEVELAND, TEX., meets 1st & 3d Thurs., 2:30 p.m., B. of L. E. Hall.
Mrs. H. O. Moore, 207 S. Wilhite st.
Mrs. J. L. Magner, 621 N. Robinson st.
Mrs. A. R. Woodard, 801 E. Henderson st.
195-CACTUS, CHADRON, NEB., meets 1st & 3d Wed., 2:30 p.m., Eagle Hall.
Mrs. Laura E. Weymouth.
Mrs. W. M. Cooley.
Mrs. W. A. Graham.
196-TEXAS PRIDE, LONGVIEW, TEX., meets 2d & 4th Thursday, 10 a.m., B. of R. T. Hall.
Mrs. Ella Hansen.
Mrs. Attie Miller, 212 E. K. of P. Hall.
Mrs. Mary Wilcox, R. E. av., Marshall, Tex.
197-COTTON BELT ROSE, TYLER, TEX., meets 2nd & 4th Tuesday, 2:20 p.m., W. O. W. Hall College st.
Mrs. Walter Hemphill, 304 W. Bow st.
Mrs. Sam Myers, 400 Oceana st.
Mrs. Jas. Pounds, East Common st.
198-DORFMAN, SCHENECTADY, N. Y., meets 2d & 4th Tuesdays, 2 p.m., Odd Fellows Hall.
Mrs. John S. Weekes, 9 Rosa Road.
Mrs. A. Graper, 4 N. Wendell av.
Mrs. Wm. Teller, 532 Schenectady st.
199-HARRELL, M'CONN, MISS., meets 1st & 3d Wed., 2 p.m., Masonic Hall.
Mrs. O. W. Harrell.
Mrs. J. F. Harris.
Mrs. W. L. Mann.
200-BRIDFORD, NORTH PLATTE, NEB., meets 1st & 3d Tuesdays, 8 p.m., in First National Bank Hall.
Mrs. Sarah Flynn.
Mrs. Ida M. Tarkington, 221 E. Pine st.
Mrs. Elizabeth Cruse.
201-COMMUNIA, JENNY CITY, N. J., meets 2 & 4 Wed., 2:30 p.m., Masonic Hall, cor. Pacific ave. and Maple.
Mrs. M. Ahern, 133 Hopkins av.
Mrs. A. M. Klein, 304 Madison st.
Mrs. E. Romey, 22 La Tourette Place, Bayonne, N. J.
202-BEAVER POINT EDWARDS, ONT., meets 1st & 3d Wednesday, 2:30 p.m., I.O.O.F. Hall.
Mrs. Tustin McAlpine, 133 Shepherd st., Sarnia Tunnel, Ont.
Mrs. R. J. Weaver, 129 Crawford st., Sarnia, Ont.
Mrs. Jessie Jones, 131 John st., Sarnia, Ont.

203-MRS. MILTON E. STOVER, N' MECHE, N.S.W. V.A., meets 2d & 4th Wed., 7 p.m., Knights of Pythias Hall.
Mrs. Belle Hannan.
Mrs. Homer Gaskell.
204-STAR OF NINETY-FIVE, OLEAN, N.Y., meets 1st & 3d Wednesday, 3 p.m., in Knights of Honor Hall, Union st.
Mrs. T. F. Greenan, 134 4th st.
Mrs. J. M. Dalley, 109 4th st.
Mrs. Louisa Anderson, 126 S. 3d st.
205-FINTEK, HENDERSON, W.V., meets 2d & 4th Wednesday, 2:30 p.m., in Foresters Hall.
Mrs. M. I. Spaulding.
Mrs. H. E. Rogers.
Mrs. J. Humphreys.
206-BORDER CITY, LAREDO, TEX., meets 2d & 4th Thurs., 3:00 p.m., K. of P. Hall, Houston st.
Mrs. Mary Sweeney, Washington st.
Mrs. Annie Scott, 104 W. Victoria st.
207-J. L. M'KINNEY, MONTGOMERY, ALA., meets 1st & 3d Thurs., 2:30 p.m., in Eagle & Beavers Hall, Madison av.
Mrs. O. J. Wicker, 606 Columbus st.
Mrs. G. G. Green, 312 Columbus st.
Mrs. T. J. Cowell, 615 Jefferson st.
208-PRIDE OF THE SOUTH, VICKSBURG, MISS., meets 1st & 3d Tuesday, 2 p.m., K. of P. Hall.
Mrs. A. F. Herron, 525 Washington st.
Mrs. Kate Herbert, 506 Speed st.
209-MINKANA, MELROSE, MINN., meets 1st & 3d Friday, 2:30 p.m., K. of P. Hall.
Mrs. Mary Zins.
Mrs. Geo. Bristow.
Mrs. John Barrett, Williams, Minn.
210-RECKLESSING, GREENVILLE, S.C., meets 2d & 4th Wednesday, 3 p.m., in B. of L. E. Hall.
Mrs. C. M. Martin, 827 W. Washington st.
Mrs. Chas. Jeffreux, R. F. D. No. 1, Box 45.
Mrs. J. W. Winn, 108 Pine st.
211-IRVING, BLUEFIELD, W. VA., meets 2d & 4th Thursday, 2:30 p.m., G. I. A. to B. of L. E. Hall.
Mrs. Geo. C. Bailey, Box 605.
Mrs. J. O. Glendonin, 121 Carroll st.
Mrs. W. T. Douthatt, 306 Marshall st.
212-SPRING VALLEY, ELLIS, KAN., meets 1st & 3d Weds., 3 p.m., A. O. U. W. Hall.
Mrs. Elizabeth Koder.
Mrs. Laura Ryner.
Mrs. S. J. Holman.
213-CANADA, OTTAWA, ONT., meets alternate Thursdays, 2 p.m., in Canadian Foresters Hall, 15 O'Connor st.
Mrs. I. Johnson, 79 Hawthorne av.
Mrs. E. W. Botterell, 605 Wellington st.
214-MRS. C. D. HANCOCK, ONTARIO, N. Y., meets 2d & 4th Thursdays, 2:30 p.m., G. A. E. Hall, Main st.
Mrs. Edward Hornabu, 29 High st.
Mrs. A. B. Hotelling, 30 High st.
Mrs. E. A. Gault, Worcester, N. Y.
215-C. W. BRADLEY, UNION HILL, N. J., meets 2d & 4th Tuesdays Masonic Hall, Fulton st.
Mrs. Geo. Hegeman, Ridgely Park N. J.
Mrs. R. Q. King, 319 Bergenline av.
Mrs. Walter Regendahl, 310 Bergenline av.
216-C. S. VANDENBERG, VALLEY JUNCT., IA., meets 2d & 4th Wednesday, 2 p.m., Fraternal Hall.
Mrs. S. E. Taylor, Box 58.
Mrs. Lillian Humphrey.
Mrs. Ed Kelly, 3d st.
217-BREMER, ALBION, PA., meets 1st & 3d Wednesday, 2 p.m., I.O.O.F. Hall.
Mrs. E. F. Irwin.
Mrs. R. Milos.
Mrs. W. E. Rose.
218-DURQUET, DURQUET, IA., meets 2d & 4th Wednesday, 2 p.m., B. I. E. Hall, 24th st.
Mrs. A. Brewster, 1065 Bluff st.
Mrs. A. Woodward, 1767 Jackson st.
Mrs. P. Printy, 729 Bluff st.
219-OLYMPIA, WILKINSBURG, PA., meets 1st & 3d Thursdays, at 2 p.m., in Duquesne Hall.
Mrs. Geo. Berry, 542 Trenton st.
Mrs. E. J. Suter, 615 Kelly ave.
Mrs. T. F. Hillgrove, 4406 Davidson st., Pittsburgh, Pa.
220-DE MOINES RIVER, ELDON, IOWA, meets 1st & 3d Tues., 2 p.m., K. of P. Hall.
Mrs. Lena Wilson.
Mrs. Clara Germer, Box 313.
Mrs. S. A. Millard.

221-CENTENNIAL, NASHVILLE, TENN., meets 1st & 3d Monday, 2 p.m., Odd Fellows' Hall, cor. Church & High.
Mrs. J. B. Fry, 804 Stevenson av.
Mrs. O. A. Hewitt, 241 N. 1st st.
Mrs. Geo. Rea, 1311 Grundy st.
222-GOLDEN HEART, NORFOLK, VA., meets 2d & 4th Tuesday, 2 p.m., Pythian Hall, Brambleton av.
Mrs. D. P. Cousins, 508 N. Marshall av.
Mrs. W. B. Tunkall, 114 Willoughby av.
Mrs. L. B. Burton, 506 Reeves av.
223-MONET, MONET, MO., meets 1st & 3d Thurs., 2:30 p.m., Cambles Hall, Broadway.
Mrs. J. W. Ruggles.
Mrs. L. E. Callaway.
Mrs. J. M. McCall.
224-BREMERSON, WORCESTER, MASS., meets 2d & 4th Thursday, 2 p.m., Castle Hall, 405 Main st.
Mrs. Hattie E. Moore, 28 Palms st.
Mrs. A. H. Hubbard, 617 Grove st.
Mrs. T. B. Wardwell, 114 Hammond st.
225-PRIDE OF FLORIDA, PENSACOLA, FLA., meets 1st & 3d Tuesday 3:00 p.m., I. O. O. F. Hall, West Graden st.
Mrs. L. H. Hall, 608 E. Jackson st.
Mrs. F. O. Sures, 1020 E. " "
Mrs. W. H. Caro, 316 E. Jackson st.
226-FLICKER 3 PRIDE, HAGSTOWN, MD., meets 1st & 3d Thurs., 2 p.m., Western Masonic Temple, S. Potomac st.
Mrs. E. Steinmetz, 128 E. Baltimore st.
Mrs. W. N. Fleigie, 201 Elizabeth av.
Mrs. J. Mullenix, 619 W. Franklin st.
227-GOLDEN CHAIR, PORT SCOTT, IAR., meets 1st & 3d Wednesday, 2:30 p.m., in W. O. W. Hall.
Mrs. Maude Spafford, 119 S. Hill st.
Mrs. Ida Bowman, 112 Arthur st.
Mrs. Mattie Gilph, 614 W. Oak st.
228-VIRGINIA, RICHMOND, VA., meets 1st & 3d Thurs., 10:30 a.m., Lee Camp Hall, East Broad st.
Mrs. O. F. Conley, 1410 Porter st., Manchester, Va.
Mrs. E. C. Obeane, 616 W. Cary st.
Mrs. Ora Giesendorfer, 618 N. 5th st.
229-MRS. W. M'KEEVER, SH., ESCANABA, MICH., meets 1st & 3d Thurs., 2 p.m., B. of L. E. Hall, Ludington st.
Mrs. Stanley Tyrrell, 618 Charlotte st.
Mrs. Josephine Slaughter, 602 cor. Tweedy and Elmors st.
Mrs. W. Drake, 607 S. Fann st.
230-STAR AND CRESCENT, BUFFALO, N. Y., meets 2 & 4 Thurs., 2 p.m., Wagner's Hall, cor. Jefferson & Eagle st.
Mrs. Joseph M. Wailes, 616 Eagle st.
Mrs. O. C. Fish, 347 Mass. av.
Mrs. Mary Miller, 651 Eagle st.
231-JEWEL, MILWAUKEE, WIS., meets 2d & 4th Wednesday 2 p.m., Odd Fellows Hall, 422 Grand Ave.
Mrs. O. A. Anderson, 425 Cass st.
Mrs. L. W. Rodgers, 948 Mt. Vernon av.
Mrs. F. Miller, 1212 E. 1st st.
232-BUFFALO, BUFFALO, N. Y., meets 2d & 4th Wednesday, 2:30 p.m., in Boyer's Hall, cor. Seneca & E. Main st.
Mrs. M. Watkins, 510 S. Division st.
Mrs. Kate Frost, 410 S. Division st.
Mrs. A. Eastman, 197 N. Division st.
233-ORIENTAL, WAGON, NE., meets 1st Thurs. & 3d Wed., 2:30 p.m., A. O. H. Hall.
Mrs. Irving A. Turner, 71 James st.
Mrs. R. E. Penny, 230 Hammond st.
Mrs. T. F. Cowan, Waterville, Me.
234-NEW YORK CITY, NEW YORK CITY, N. Y., meets 1st & 3d Thurs., 2 p.m., 12th Ward Bank Bldg., Lexington av. & 125th st.
Mrs. E. Doyle, 248 Parker st., Newark, N. J.
Mrs. G. A. Steedman, 512 Trinity av.
Mrs. E. O. Baker, 22 N. Washington st., Jamaica, N. Y.
235-HELEN GOULD, OSAWATOMIE, KAN., meets alternate Tuesdays, 2 p.m., in Eagle Hall, Main st.
Mrs. Geo. E. Fanshott.
Mrs. R. B. Patterson.
Mrs. W. Weber.
236-OAK LEAF, CHICAGO, ILL., meets 2d & 4th Thurs., 2 p.m., Garfield Hall, 2022 Madison st.
Mrs. F. Beusman, 15 S. 43d av.
Mrs. E. E. Merrill, 2046 West End av.
Mrs. Arthur Jewell, 2093 Carroll av.
237-CLARA BARTON, OGDEN, UTAH, meets 1st & 3d Tuesday, 2 p.m., K. of P. Hall, 24th st.
Mrs. E. Tomlinson, 2333 Madison st.
Mrs. M. Shields, 2341 Washington st.
Mrs. Emma J. Hinley, 617 22d st.

228-MONONA, MADISON, WIS., meets 2d & 4th Tuesday, 2:30 p. m., Memorial Hall, Monona av.
Mrs. Crawford S. Wilbur, 623 W. Milwaukee st.
Mrs. H. B. Glessom, 217 W. Gilman st.
Mrs. John Harrington, 536 W. Main st. I

229-KENTUCKY, LOUISVILLE, KY., meets alternate Thursdays, at 2:30 p. m., in Library Hall, Walnut st.
Mrs. K. W. Frazier, 2726 Third st. P
Mrs. Lulu Grady, 4729 Grand Blvd. S
Mrs. Jas. Tighe, 1521 W. Broadway. I

230-SUNNY SOUTH, JONESBORO, ARK., meets 1st & 3d Wednesday, 2 p. m., Masonic Hall, Main st.
Mrs. M. R. Carson, 107 N. Bridge st. P
Mrs. Julia Henderson, 816 Oak ave. S
Mrs. F. Killcrease, 225 N. Bridge st. S

241-SAN XAVIER, TUCSON, ARIZ., meets 2d & 4th Tuesday, 2:30 p. m., Odd Fellows Hall, Congress st.
Mrs. Anna Skinner, 408 E. 15th st. P
Mrs. D. M. Lowry, 486 S. 6th ave. S
Mrs. Emma Deitz, 405 S. 4th ave. I

242-COLUMBINE, BASALT, COLO., meets 1st & 3d Tuesdays 2:30 p. m., I. O. O. F. Hall.
Mrs. Addie Rhodes. P
Mrs. Sadie Stiffler. S
Mrs. W. P. Bates. I

243-SWILEY HEIGHTS, SAN BERNARDINO, CAL., meets 2d & 4th Tuesdays, 2:30 p. m., Odd Fellows Hall, 336 Third st.
Mrs. W. Somerville, 325 G st. P
Mrs. J. B. Neale, 1804 First st. S
Mrs. L. E. Jackson, 373 First st. S

244-BASTIA, BROOKLYN, N. Y., meets 2d Mon., 2:30 p. m., & 4th Mon., 7:30 p. m., Penn-Fulton Hall, Pennsylvania av. & Fulton st.
Mrs. John Gallic, 619 56th st. P
Mrs. G. W. Brown, 74 Somers st. S
Mrs. J. D. Grimm, 271 Van Siclen av. I

245-UNEDA, SOUTH CHICAGO, ILL., meets 2d & 4th Fridays at 2 p. m., in Sherman Hall, 5138 Commercial ave.
Mrs. J. Weatherstone, 372 91st st. P
Mrs. W. French, 9127 Houston av. S
Mrs. G. E. Chettick, 604 E. 72d st. I

246-CARNATION, JOLIET, ILL., meets 2d & 4th Thurs., 2 p. m., Castle Hall.
Mrs. Geo. Sulzer, 114 Park av. P
Mrs. W. P. Middleton, 114 Virginia st. S
Mrs. W. M. Hall, 106 Second av. I

247-RED RIVER VALLEY, GRAND FORKS, N. DAK., meets 1st & 3d Thursday, 2:30 p. m., E. of P. Hall.
Mrs. Anna Anderson, 711 3d st. P
Mrs. John R. Johnstone, 114 8th st. S
Mrs. S. Fero, 513 Alpha av. I

248-PROCTOR, PROCTOR, MINN., meets 1st and 3rd Weds., 2:30 p. m., Town Hall.
Mrs. Milo H. Briggs. P & I
Mrs. Frank Burke. S

249-UNION OF 1900, SYRACUSE, N. Y., meets 1st & 3d Thursday, 2 p. m., B. of L. E. Hall, cor. Seymour & Oswego sts.
Mrs. F. Welch, 134 N. Geddes st. P
Mrs. J. F. Wier, 434 Burnett av. S
Mrs. L. N. Cotter, 409 S. Geddes st. I

250-GEN OF THE OCEAN, MARINER'S HARBOR, STATES ISLAND, N. Y., meets 2 & 4 Thursdays, at 2:30 p. m., at 76 Bush ave.
Mrs. Thos. Steele, Broad st., Stapleton, Staten Island. P
Mrs. E. E. Gannon, 1249 Tinton av., New York City. S & I

251-TEXAS, HOUSTON, TEXAS, meets 1st & 3d Mon. 3 p. m., I. O. O. F. Hall.
Mrs. A. DelHomme, 1717 Brook st. P
Mrs. R. O. Rutherford, 2120 Summer st. S
Mrs. H. Hoffman, 2117 Crockett st. I

252-TWENTIETH CENTURY, DECATUR, ILL., meets 2d & 4th Wednesday, 2:30 p. m., Engineers Hall, N. Water st.
Mrs. Blanch E. Cowles, 912 N. Morgan st. P
Mrs. Rosalie Welsh, 978 E. Eldorado st. S
Mrs. M. Humphrey, 522 N. Morgan st. S

253-NEW CENTURY, PHILADELPHIA, PA., meets 2 & 4 Thurs., 2 p. m., Girard Assembly Hall, cor. 9th & Girard av.
Mrs. Jas. McKeane, 3316 Gratz st. P
Mrs. Frank Weisner, 2319 N. 3d st. S
Mrs. Wm. Dalton, 3250 Broad st. I

254-BIAWATHA, DENISON, TEX., meets 1st and 3d Thursdays 2:30 p. m. in O. R. C. Hall, 217 Main st.
Mrs. W. D. Reece, 307 S. Barrett st. P
Mrs. O. F. McComas, 210 E. Texas st. S
Mrs. T. J. Williams, 900 W. Owing st. I

255-NORTH WESTERN, MILWAUKEE, WIS., meets 1st & 3d Tuesday, 2:30 p. m., Shubert Hall, Milwaukee st.
Mrs. I. G. Harriman, 314 Prospect ave. P
Mrs. Homer Case, 351 1st av. S
Mrs. R. C. Langworthy, 167 Detroit st. I

256-BAY STATE, BOSTON, MASS., meets 2d & 4th Friday, 2 p. m., Commercial Hall, 694 Washington st.
Mrs. W. T. Palmer, Mattapan, Mass. P
Mrs. F. H. Jones, 367 4th st. S Boston, Mass.
Mrs. T. T. Landon, 179 Pearl st., Somerville, Mass. S

257-LYNN CAMP, COBBIN, KY., meets alternate Wednesdays at 1:30 p. m. in Masonic Hall, Main st.
Mrs. E. O. Ebersole. P
Mrs. R. B. Johnson. S
Mrs. J. C. Eirik. I

258-FALLS CITY, LOUISVILLE, KY., meets 1st & 3d Monday, 2:30 p. m., in Lewis Hall, 311-313 26th st.
Mrs. F. H. Knoderer, Danville, Ky. P
Mrs. P. E. Knoderer, 3010 Bank st. S
Mrs. M. J. Carroll, 652 N. 26th st. I

259-CASCO HAY, PORTLAND, ME., meets 1 & 3 Thurs., 2:30 p. m., Rossini Hall, 80 Exchange st.
Mrs. C. B. Willis, 548 Washington av. P
Mrs. L. L. Bowker, 37 More st. S
Mrs. Frank M. Huff, 723 Washington av., Woodfords, Me. I

260-MAGNOLIA, AMERICUS, GA., meets 2d & 4d Wed., 2:30 p. m., in B. of L. E. Hall, Forsythe st.
Mrs. E. J. Sheahan, Lee st. P
Mrs. E. C. Ryal, Branch av. S
Mrs. J. L. Ross, Lee st. I

261-A. E. CURTIS, PORTLAND, ME., meets 1st & 3d Tuesday, 2 p. m., in Alisky Hall, 3d and Morrison st.
Mrs. Geo. J. Foster, 791 Commercial st. P & I
Mrs. J. A. Randall, 145 Graham av. S

262-WHITE CITY, CHICAGO, ILL., meets 1st & 3d Wed., at 2 p. m., Droums Home, 5002 Union av.
Mrs. E. J. Starr, 5004 Union av. P
Mrs. T. Drouin, 5161 Union av. S & I

263-BRIGHT STAR, MONTPELIER, Vt., meets 2d & 4th Thurs., 2 p. m., I. O. O. F. Hall, Main st.
Mrs. Elmer Keener. P
Mrs. S. C. Hall. S
Mrs. John Lavering. I

264-VANDERBILT, NEW YORK CITY, N. Y., meets 1st & 3d Tuesday, 12th Ward Bank Bldg., Lexington av. & 125th st.
Mrs. Samuel Webber, 39 Sherwood av., Ossining, N. Y. P
Mrs. R. Z. Lawrence, 416 E. 137th st. P
Mrs. J. P. Davis, 113 S. Washington av., White Plains, N. Y. I

265-OLIVE BRASCH, SAVANNAH, GA., meets 2d & 4th Thurs., at 2:30 p. m., in E. of P. Hall, York & Brainerd.
Mrs. R. Sellers, 218 W. Huntington st. P
Mrs. A. E. Rodgers, 909 Barnard st. S
Mrs. M. E. Pierce, 305 W. 35th st. I

266-W. W. WILLIAMS MEMORIAL, ROCK ISLAND, ILL., meets 2d & 4th Wednesdays, at 2 p. m., in Engineers' Hall.
Mrs. Jas. Carl, 525 2nd st. P
Mrs. A. M. Kough, 657 30 st. S
Mrs. T. L. Haddick, 2825 5th av. I

267-SUNNIT OF THE ROCKIES, WHITE WISH, MONT., meets 1st & 3d Wednesday, 3 p. m. in Masonic Hall.
Mrs. O. H. Brawley. P
Mrs. R. B. Eberly. S

268-HAMONA, COLORADO CITY, COLO., meets 2d and 4th Wednesdays, 2:30 p. m., in E. of P. Hall, N. 4th st.
Mrs. T. E. Basil, 1450 Colorado st., Colorado Springs. P
Mrs. Clara Harding, 1831 Washington av. S
Mrs. A. G. Pack, 823 Colo. av. Colorado Springs, Colo. I

269-THOUSAND ISLAND, ROCKVILLE, ONT., meets 1st & 3d Wednesday 2 p. m., B. of L. E. Hall.
Mrs. J. Pearce. P
Mrs. W. W. Bramley, box 48. S
Mrs. Geo. Clendenning, box 148. I

270-TWIN CITY, BRISTOL, TENN. AND VA., meets 2d & 4th Thursdays, 3 p. m., Masonic Hall, Virginia st.
Mrs. Geo. W. Cooke, 323 Mary st. P
Mrs. W. A. Davis, 13 Mary st. S
Mrs. M. S. Groselove, 710 Highland av. I

271-FAITHFUL FEW, NEW FRANKLIN, MO., meets 1 & 3 Fridays, 2:30 p. m., in K. of P. Hall.
Mrs. H. S. Russell. P
Mrs. L. E. Eady. S
Mrs. J. R. Quinn. I

272-LONG ISLAND, JAMAICA, L. I., N. Y., meets 1 Tues. at 2 p. m. and 3 Tues. at 7:30 p. m., in Fraternity Hall, Harriman av.
Mrs. Leo Brozy, 78 Smith st. P
Mrs. J. L. Forbell, 150 E. 4th st., L. I. City, N. Y. S
Mrs. Geo. Hare, 47 Jefferson ave., Richmond Hill. I

273-GRAND VALLEY, GRAND JUNCTION, COLO., meets 2 & 4 Tues. 2:30 p. m., in Odd Fellows Hall.
Mrs. M. H. Flynn, 345 Ouray av. P
Mrs. E. B. Rogers, 353 Ouray av. S
Mrs. Geo. Gordon, 438 Rood st. I

274-UNION CITY, ST. PAUL, MINN., meets 2 & 4 Thurs. at 2:30 p. m., in Macabee Hall, cor. 6 & Roberts sts.
Mrs. J. H. Anderson, 282 Sherburne av. P
Mrs. A. H. Wales, 855 15th av. S
Minneapolis, Minn. S
Mrs. J. Hildon, 561 Burr st. I

275-MRS. J. C. SHLEY, BRADFORD, PA., meets 1st & 3d Tuesday, 2 p. m., Malta Hall, 9 Main st.
Mrs. E. E. Kerna, 112 Maplewood st. P
Mrs. J. R. Baker, 222 South av. S & I

276-MRS. GEO. W. WEST, CARBONDALE, PA., meets 1st & 3d Thurs., 2 p. m., W. Watt Hall, cor. Salem & Main st.
Mrs. J. M. Peck, Childs, Pa. P
Mrs. Allen Monroe, 157 Belmont st. S
Mrs. A. A. Craft, 95 Richmond st. I

277-CITY BY THE SEA, AT PORTSOUTH, VA., meets 1st & 3d Wednesday, 2:30 p. m., in Fraternity Hall, Port Norfolk.
Mrs. R. G. Payne, 316 Maryland av., Port Norfolk. P
Mrs. J. S. Query, cor. Emme & t and Green sts. S
Mrs. F. T. Bensley, 100 N. Cooke st., Park View. I

278-CLEVELAND, AT CLEVELAND, O., meets 2d & 4th Thurs., 2 p. m., Mcrell's Hall, cor. W. 25th st. & Carroll av.
Mrs. W. T. Smith, 1242 E. 83d st. P
Mrs. M. Rayel, 2511 Scranton Road, S. W. S
Mrs. N. Cummings, 2097 Fulton st. I

279-MARIGOLD, DELPHOS, O., meets alternate Thursdays, 2 p. m. in G. L. A. Hall, North Main st.
Mrs. Lucy Drolet, 184 E. 6th st. P
Mrs. Emma Washburn, 301 E. 5th st. S
Mrs. Clara Fuller, 625 N. Main st. I

280-PARK CITY, BOWLING GREEN, KY., meets 1st & 3d Thursday, 2:30 p. m., in Red Men's Hall, cor. State and Main sts.
Mrs. J. C. Carroll, Kentucky st. P
Mrs. Wm. Lundy, Woodford st. S
Mrs. W. A. Stevens, cor. Woodcock & Clay sts. I

281-GREEN RIVER, GREENFIELD, MASS., meets 1st & 3d Weds., 2 p. m., Forester's Hall, Bank Row.
Mrs. F. E. Hall, Deerfield st. P
Mrs. F. E. Whitcomb, 2 Beech st. S
Mrs. F. E. Hall. I

282-BALIE P. WAGGONER, ATCHISON, KAN., meets 2d & 4th Tuesdays, 3 p. m., in I. O. O. F. Hall, cor. 5th and Kansas ave.
Mrs. Emma E. Fausch, 965 Santa Fe st. P
Mrs. Mary E. Thomas, 514 Riley st. S & I

283-SELMA, SELMA, ALA., meets 1st & 3d Tuesday, 3 p. m., R. R. Y. M. C. A., Alabama st.
Mrs. Jas. Fitzgerald, 906 Sylvian st. P
Mrs. Frank Hutchins, 152 Selma st. S
Mrs. W. M. Thomas, 340 Alabama st. I

284-BATTLE CREEK, BATTLE CREEK, MICH., meets 1st & 3d Wednesday, 2:30 p. m., B. of L. E. Hall, Upton st.
Mrs. John Condon, 42 Beech st. P
Mrs. Fred Parker, 35 Beech st. S
Mrs. O. M. Leedy, 352 Cliff st. I

285-TACOMA, TACOMA, WASH., meets 2nd and 4th Fridays, 2 p. m. in I. O. O. F. Hall, cor. E. 25th and C sts.
Mrs. G. H. Miller, 317 East 57th st. P
Mrs. R. E. Allen, 3702 E. J. st. S
Mrs. J. H. Salley, 4314 S. Yakima st. I

286-STAR OF MEXICO, SAN LUIS POTOSI, MEX., meets 1st & 3d Wed., 3 p. m., G. I. A. Hall, 4th Artilleria No. 12.
Mrs. Luis Dunbar, 1a Esperanza No. 4. P
Mrs. Jas. Tobin, 2A Cabrera. S
Mrs. J. D. Kennedy, 2A Cabrera. S & I

287-APPLE BLOSSOM, WENA, ARK., meets 2d & 4th Tues. at 2:30 p. m., in Toben Hall, Fifth st.
Mrs. C. E. Covert, 1307 W. Port Arthur st. P
Mrs. L. Scarborough, 602 10th st. S
Mrs. J. McKenna. I

- 255—RED ROSE, SAPULPA, OKLA., meets 2d & 4th Thursdays, 2:30 p. m., in Fraternity Hall, Main st.
Mrs. Wm. T. L. Gardner.....P
Mrs. E. L. Gardner.....S
Mrs. Jno. R. Pearson.....I
- 259—SUNLIGHT, PERU, IND., meets 1 & 3 Thursdays, 2:30 p. m., B. of L. E. Hall, Broadway and Main st.
Mrs. Anna Barker, 259 W. Main st.
Mrs. Jessie Armstrong, 272 W. Main st.
Mrs. Ida Wolf, 356 W. Boulevard st. I
- 260—FREEPORT, FREEPORT, ILL., meets 2d & 4th Weds. 2:30 p. m., I. O. O. F. Hall, Mrs. J. W. Meyer, 111 Galena st.
Mrs. Chas. Belger, 106 Carroll st.
Mrs. A. L. Wheeler, 141 Washington st. I
- 261—STAR OF NINETEEN HUNDRED AND THREE, DENVER, CO., meets 2d & 4th Thursday, 2 p. m., Woodmen's Hall, cor. Grant & 2d st.
Mrs. Lena Roe, Miller av.P
Mrs. E. M. Young, Woodland st.S
Mrs. Mary Brown, N. 4th st.I
- 262—SYRACUSE, SYRACUSE, N. Y., meets 2 & 4 Tuesdays, 2 p. m., Ramon Hall, Mrs. N. Gardiner, 114 Oswego st.
Mrs. Charles G. Andrews, 282 Merriam av.
Mrs. C. F. Farrar, 111 Hawthorne av. I
- 263—ED. H. HEATH, HOISINGTON, KAN., meets 2d & 4th Fridays, at 2:30 p. m., in Masonic Hall.
Mrs. N. B. Scrogins.....P
Mrs. Mary Heath.....S
Mrs. C. H. Young.....I
- 264—ROYAL OAK, TOLEDO, O., meets 2d and 4th Thursdays, in K. of P. Hall.
Mrs. Kathryn Brandt, 1308 Oak st.P
Mrs. Mary Nunneville, 77 E. Woodville st.S
Mrs. May Royer 212 Farnett st.I
- 265—TWIN RIVER, NEODESHA, KAN., meets 1st & 3d Mondays at 2:30 p. m., in Pierce's Hall, Main st.
Mrs. Eda C. Brayer.....P
Mrs. F. J. Brayer.....S
Mrs. M. W. Lanesdown, 7 Iowa st.I
- 266—STAR OF THE SOUTH, SURVEYPORT, LA., meets 1st & 3d Mondays at 2 p. m., McAdams Hall, Texas av.
Mrs. M. A. Polette, 1921 Parker av.
Mrs. A. E. Mitchell, 1539 Bayle st.S
Mrs. J. T. Quill.....I
- 267—ALEXANDRA, HAMILTON, CANADA, meets 2d & 4th Wednesdays 2:30 p. m., in A. O. F. Hall, James st.
Mrs. W. Pitt, 39 Pearl st.P
Mrs. W. F. Bains, 28 Bay st.S
Mrs. H. Dickhout, 336 So. Locke st.I
- 268—H. S. BRYAN, TWO HARBORS, MINN., meets 2 & 4 Thursdays, 2:30 p. m., in I. O. O. F. Hall, Cedar st.
Mrs. Susan Woodhill.....P
Mrs. Cora Holmes.....S
Mrs. Chas. Bonham.....I
- 269—W. A. M'GONAGLE, DULUTH, MINN., meets 1st and 3d Fridays, 2:30 p. m., in Columbia Hall, W. 20th av. and Superior st.
Mrs. H. H. Scoble, 3405 W. 4d st.P
Mrs. J. A. McIlhenny, 1823 Piedmont av.S
Mrs. Alfred Dahl, 319 21st av. W.I
- 300—TRIO - AMARILLO, TEXAS, meets 2d & 4th Thursdays, 2:30 p. m., in I. O. O. F. Hall.
Mrs. Henry Blake, 305 Lincoln st.P
Mrs. Joe H. Smith, 1307 Johnson st.S
Mrs. Lenora Blake, 305 Lincoln st.I
- 301—PRIDE OF 473, SMITHVILLE, TEXAS, meets 2d & 4th Wednesdays, at 3 p. m., K. of P. Hall.
Mrs. D. Hart.....P
Mrs. G. Hyson, box 324.....S & I
- 302—PANHANDLE, DALLART, TEX., meets 1st & 3d Thursdays, 2:30 p. m., in B. of L. E. Hall.
Mrs. I. E. Cushman.....P
Mrs. E. W. Walling, P. O. box 492.....S
Mrs. J. W. Hilton.....I
- 303—WAYNE, RICHMOND, IND., meets 1st & 3d Tuesdays, 2:30 p. m., in I. O. O. F. Hall, cor. 8th and Main st.
Mrs. Fred C. Powers, 230 N. 18th st.
Mrs. L. H. Kluter, 1722 North E. st.S
Mrs. J. E. Manford, 218 N. 18th st.I
- 304—P. M. ARTHUR, OMAHA, NEB., meets 2nd & 4th Wednesday, 3 p. m., B. of L. E. Hall, 110-112 14th St.
Mrs. Chas. Taylor, 28 Bluff st.P
Mrs. Alex. Campbell, 1721 6th av.
Counsell Bluff, Iowa.....S
Mrs. D. Patton, 122 No. 26th st.I
- 305—MINERVA, M'DONOUGHVILLE, LA., meets 1st and 3d Mondays, at 2 p. m., in Gould's Hall.
Mrs. D. Watkins.....P
Mrs. R. Engler, Box 56.....S
Mrs. M. Morrissey, 2718 Banks st.I
New Orleans, La.
- 306—WORLD'S FAIR, ST. LOUIS, MO., meets 2d & 4th Thursdays at 2 p. m., 2809 S. Jefferson ave.
Mrs. Ella Casper, 2327 Geyer av.P
Mrs. Wm. Richardsen, 2340 S. 12th st.S
Mrs. A. C. Brennecke, 3112 Hartford st. I
- 307—THE GUIDING STAR OF 75, READING, PA., meets alternate Weds. 2 p. m., in Geisler's Hall, 729 Penn st.
Mrs. Irene Kitzmiller, 1145 Robinson st.
Mrs. Sallie Stoyer, 102 N. 5th st.P
Mrs. Mary Holland, 123 W. Douglass st.I
- 308—T. F. BELDEN, COLUMBIA, S. C., meets 1st and 3d Thursdays 2 p. m., in K. of P. Hall.
Mrs. J. E. McDaniel, 1510 Barnwell st.
Mrs. L. M. Howerton, 1618 Henderson st.
Mrs. J. W. Elliott, 11 Hurleyville av. I
- 309—ALPHA, ALLIANCE, NEB., meets 1st & 3d Thursdays, 2 p. m., I. O. O. F. Hall, Mrs. Ada B. Allen, 628 Niobrara av. P & I
Mrs. Flora Hicks, 516 Niobrara av.S
- 310—GUIDING LIGHT OF 842, WILMINGTON, DEL., meets 2d & 4th Thursdays, 2:30 p. m., 515 Shipley st.
Mrs. Geo. Frederick, 815 Monroe st.P
Mrs. B. F. Manlove, 907 Pine st.S
Mrs. J. M. Anderson, 702 West st.I
- 311—THE SHINING LIGHTS OF 44, RAWLINS, WYO., meets 2d and 4th Thursdays 2 p. m., O'Donnell's Hall.
Mrs. J. B. Robinson.....P
Mrs. W. F. Waldsmith.....S
Mrs. Jac. Alphin.....I
- 312—JAMES J. HILL, SEATTLE, WASH., meets 2d and 4th Wednesdays 2 p. m., in Foresters of America Hall, 1923 N. 1st ave.
Mrs. J. H. Kirsch, 182 3d av. N. P & I
Mrs. E. H. Crowe, 1015 5th av. N.S
- 313—GARNET, LUDLOW, KY., meets 1st & 3d Thursdays, 2 p. m., in Masonic Hall, cor. Elm & Kenner st.
Mrs. W. B. Boutet, River Road.....P
Mrs. C. H. Henderson, 116 Elm st.S
Mrs. P. R. Moffett, 117 Elm st.I
- 314—NOKOMIS, SHAWNEE, OKLAHOMA, Christianity Hall.
Mrs. W. M. Martin, 204 S. Minnesota st.
Mrs. W. A. Haun, 408 N. Tucker st.P
Mrs. J. L. Curry, 312 No. Park st.S
- 315—LAKE ONTARIO, OSWEGO, N. Y., meets 2d & 4th Wednesdays, 2:30 p. m., B. of L. E. Hall, E. 3d st.
Mrs. Geo. H. Mardock, 180 E. 2d st.P
Mrs. W. E. Cole, 92 W. Cayuga st.S
Mrs. A. O. Hicks, 190 W. 8th st.I
- 316—LAURA GAYNOR, KANSAS, ILL., meets 2d & 4th Wednesdays 2:00 p. m., in K. of P. Hall, East ave.
Mrs. Isaac Walker, 350 Dearborn av. P
Mrs. Nellie Harrington, 364 Schuyler av.S
Mrs. Jessie Baker, 512 Schuyler av.I
- 317—THREE BRANCH, ARGENTA, ARK., meets 2d & 4th Wednesdays, 2:30 p. m., Vogel's Hall, Newton av.
Mrs. Geo. Emery, 1801 Main av.P
Mrs. Fannie Porter, 211 Main st.S
Mrs. Mary E. Myers, 405 Olive st.I
- 318—J. H. SALLEY, LIVINGSTON, MONT., meets 1st and 3d Tuesdays at 2 p. m., in Masonic Hall.
Mrs. J. O. H. Goddard, 508 N. B. st.P
Mrs. J. O. Woolverton, 112 S. G. st.S
Mrs. Miles Ray, 223 So. 7th st.I
- 319—J. S. MATSON, GREENVILLE, PA., meets 2d & 4th Wednesdays at 2:30 p. m., in K. of P. Hall, Main st.
Mrs. M. F. Stuck, 192 Clinton st.P
Mrs. F. J. McCall, 115 Columbia st.S
Mrs. E. C. Miller, 104 Shenango st.I
- 320—MARCHEL NEIL, MARSHALLTOWN, IOWA, meets 2d & 4th Thurs., 2:30 p. m., in Red Men's Hall, W. Main st.
Mrs. E. C. Brown, 407 S. 3d st.P
Mrs. C. K. Williams, 107 S. Center st.S
Mrs. D. J. Collins, 405 W. Nevada st.I
- 321—LEHIGH, LEHIGHTON, PA., meets 1st & 3d Thurs. 2 p. m., Rouse Hall, 1st st.
Mrs. Ben Harfield.....P
Mrs. Leroy Ritter, N. 4th st.S
Mrs. Phason Shoemaker.....I
- 322—CHETOLAH, MEMPHIS, TENN., meets 2d & 4th Thursdays, 2:30 p. m., in Graves' Hall, cor. McLemore and Rayburn Blvd.
Mrs. J. W. Reese, 717 Rayburn Blvd.
Mrs. J. I. Wheeler, 267 E. Virginia av.
Mrs. T. Essel, 18 W. Virginia av.I
- 323—JOHN J. ELLIS, ST. PAUL, MINN., meets 2d & 4th Thursdays 2 p. m., in I. O. O. F. Hall, cor. Wabash & 5th st.
Mrs. Herbert Wallace, 386 Warsaw st.
Mrs. C. O. Gormley, 709 Tuscarora st.
Mrs. Emily Olson, 388 Warsaw st.I
- 324—NEW ONTARIO, FORT WILLIAM, ONT., meets 1st & 3d Tuesdays, 3 p. m., in Neault Hall, Simpson st.
Mrs. J. C. Sheridan, 205 Syndicate ave.
Mrs. J. C. Frogan, 233 May st.P
Mrs. F. Kidd, 130 Dease st.I
- 325—ELECTRIC CITY, GREAT FALLS, MONT., meets 2d & 4th Thurs., 2:30 p. m., Odd Fellows Hall, Central av.
Mrs. H. G. Stone, 222 7th av. S.P
Mrs. Arthur Hard, 326 6th av. S.S
Mrs. Celia Lowe, 326 6th av. S.I
- 326—CHICKIES ROCK, COLUMBIA, PA., meets alternate Thursdays, 2 p. m., Swartz Bldg, cor. 3rd & Locust sts.
Mrs. J. B. Williams, Downingtown, Pa. P
Mrs. J. W. Emerita, 4221 Stiles st.S
West Philadelphia, Pa.
Mrs. J. M. Ween, 725 Chestnut st.I
- 327—MT. WALDY, HILLARY, WASH., meets 2d & 4th Tuesdays, 2 p. m., I. O. O. F. Hall.
Mrs. Martin E. Snyder, 128 Queen av. P
Mrs. Harry R. Jones, 430 Regal st.S
Mrs. Geo. H. Wagoner, 414 Regal st.I
- 328—SCHUYLER, TANAMU, PA., meets 1st & 3d Wednesdays 2 p. m., Odd Fellows Hall, E. Broad st.
Mrs. E. Miller, 322 Hunter st.P
Mrs. Thos. J. Howell, 130 Hunter st.S
Mrs. Harry Kramer, Elm st.I
- 329—W. E. DENNISON, COUNCIL GROVE, KAN., meets 1st & 3d Thursdays, 2:00 p. m., in Security Hall, Main st.
Mrs. W. E. Dennison.....P
Mrs. Clara Norton.....S
Mrs. Clara Keener.....I
- 330—IVY, TRINIDAD, COLO., meets 1st & 3d Wednesdays, 2 p. m., Odd Fellows Hall.
Mrs. J. H. Pilkington, 521 E. 1st st.P
Mrs. Kingsley Birchard, 511 Frost av.S
Mrs. C. C. Waller, 561 Linden av.I
- 331—BLUE RIDGE, ROANOKE, VA., meets 2d & 4th Wednesdays 2:30 p. m., in Mystic Chain Hall.
Mrs. T. F. Dixon, 924 Patterson av.P
Mrs. Robert Spangler, 901 Campbell av.S
Mrs. J. W. Stolt, 1523 Chapman av.I
- 332—PHILADELPHIA, PHILA., PA., meets alternate Wednesdays, 2 p. m., Davis Hall, 39th st. & 4 Lancaster av.
Mrs. H. M. Cooper, 1356 E. 61st st.P
Mrs. H. B. Warnick, 1325 S. 61st st.S
Mrs. Geo. Moore, 184 S. 61st st.I
- 333—LAKE ERIE, LORAIN, O., meets 2d Tuesday 2 p. m., and 4th Tuesdays, 7:30 p. m., K. of P. Hall, 1736 Fenfield av.
Mrs. S. W. Scott, 1620 Livingston av. P
Mrs. Sarah Gethem, 220 Dexter st.S
Mrs. C. F. Lange, 323 3d av.I
- 334—MOUNTAIN CITY, DU ROIS, PA., meets 1 & 3 Wednesdays, at 2 p. m., in Webber Hall, Brady st.
Mrs. Geo. Brody, 27 W. Washington st. P
Mrs. E. S. Voshell, 7 Juniata st.S
Mrs. J. B. Averill, 309 Knarr st.I
- 335—QUEEN OF THE VALLEY, ALLENTOWN, PA., meets 1st & 3d Thursdays 2 p. m., Hunnicks Hall, 81 N. 7th st.
Mrs. H. A. Geissenhainer, 156 Linden av.P
Mrs. Sadie C. Landis, 26 So. Penn st.S
Mrs. Libbie E. Hill, 216 Ridge av.I
- 336—MERRIER, MEXICO CITY, MEX.

323-NORTH STAR, STAPLES, MINN., meets 1st and 3d Saturdays, 3:00 p. m. in Sovereign Hall.
Mrs. G. H. Wilson.....P & I
Mrs. C. Kirchgasner.....I

323-PACHECO, KERN, CAL., meets 2d and 4th Thursdays, 2 p. m., K.P.Hall.
Mrs. Chas. Willey, 705 M st.....P
Mrs. E. B. Gilbert, 1931 Pine st.....P
Bakersfield, Cal.....I
Mrs. Geo. Gunter, 520 M st.....I

340-ROEBLING, TRENTON, S. J., meets alternate Thursdays, 2:30 p. m., Arcade Hall, E. State st.
Mrs. Thos. Cope, 242 1/2 Perry st.....P
Mrs. E. H. Fenton, 120 N. Montgomery st.....P
Mrs. W. E. Browning, 59 Model av.....I

341-HIGHLAND, CRESTON, IOWA, meets 1st & 3d Fridays, 2:00 p. m., Gibson's & Phillips's Hall, Vine st.
Mrs. John A. White, 926 W. Newell st.....P
Mrs. Lon C. Abbott, 226 N. Cherry st.....P
Mrs. G. B. Thompson, 713 W. Mill st.....I

342-MRS. HARRY ST. CLAIR, EAST ST. LOUIS, ILL., meets 2d & 4th Friday 2 p. m., in Eagles Hall.
Mrs. C. A. Goodin, 2807 Henriette st., St. Louis, Mo.....P
Mrs. S. H. McLaughlin, 909 Bond av. S. Mrs. John Wall, 1456 Gay av.....I

343-THE BURLINGTON, BURLINGTON, IOWA, meets 2d & 4th Tuesdays, 2 p. m., E. of O. Hall.
Mrs. J. G. Gutthand, 414 S. 8th st. P
Mrs. Ida Lidstrand, 802 S. 5th st.....P
Mrs. O. E. Manning, 801 So. Central av.....I

344-SUPREME, CHAMPAIGN, ILL., meets 1 & 3 Wednesdays, 2 p. m., in B. of L. E. Hall, 25 Nell st.
Mrs. Margaret Hayes, 104 Springfield av.....P
Mrs. O. E. Gillen, 404 E. Green st.....P
Mrs. J. Granger, 817 S. Niel st.....I

345-VANDALIA, LOCANSFORD, IND., meets alternate Tuesdays, 2 p. m., in Ben Hur Hall, cor. 4th & Broadway.
Mrs. S. O. Hight, 510 Wheatland av. P
Mrs. Geo. Lauterback, 1011 Linden av. S.
Mrs. Earl Dembo, 236 Sycamore st.....I

346-NIGHT ROYAL, MONTREAL, QUE., meets 1st Thursday 2:30 p. m. & 3rd Thursday at 8 p. m. in Victoria Hall, Westmount.
Mrs. Robt. King, 90 Knox st., Pt. St. Charles.....P
Mrs. Wm. Taylor, 65 Poplar st., St. Henri.....P
Mrs. L. Parker, Notre Dame de Grace I

347-THE PORTAGE, PORTAGE, WIS., meets 1st & 3d Tuesdays, 7:30 p. m., in Eagles Hall.
Mrs. Patrick McMahon, 1011 Cass st. P
Mrs. E. C. Schneider, 712 Prospect av. S.
Mrs. John Little, 320 Emmet st.....I

348-BONAMI, GALESBURG, ILL., meets 2d & 4th Wednesdays, 2:30 p. m., in Maccabees Temple.
Mrs. W. H. Miller, 106 Lincoln st. P
Mrs. W. Jennings, 1042 E. South st. S.
Mrs. B. Wagoner, 416 Maple av.....I

349-W. D. ROBINSON, WASHINGTON, IND., meets 2d & 4th Wednesdays, 2:30 p. m., in K. of P. Hall, Main st.
Mrs. Cliff Markel, Oak & W. Second sts. P
Mrs. M. Toohy, 501 S. Meridian st. S.
Mrs. A. Haag, 126 McCormick av.....I

350-ESCHSCHOLTZ, POINT RICHMOND, CAL., meets 2d & 4th Thursdays 2:30 p. m., in Fraternal Hall.
Mrs. Leo G. Richmond, Cal.....P
Mrs. Wm. Banyon, Richmond, Cal.....P
Mrs. F. P. Stulte, Richmond, Cal.....I

351-MRS. JOHN HENNEY, NEW YORK CITY, N. Y., meets 2d & 4th Thursdays, 2:30 p. m., 12th Ward Bank Bldg., Lexington av. & 125th sts.
Mrs. O. J. Ogden, 1094 Fox st. P
Mrs. Jas. J. Burn, 1415 Beach av., Westchester, N. Y.....P
Mrs. W. R. Marley, 232 E. 162d st.....I

352-ST. LAWRENCE, RIVIERE DU LOUP, PROV. QUE., CAN., meets every 2d & 4th Tuesdays, 2 p. m., B. of L. E. Hall, 204 St. Andre st.
Mrs. John B. Murphy, Station P. O. P
Mrs. Joe. Couillard, Station P. O. S
Mrs. J. Maxwell Scott, Station P. O. I

353-WARREN S. STONE, FITCHBURG, MASS., meets 2d & 4th Thursdays, 2 p. m., G. A. B. Hall, 129 Main st.
Mrs. J. H. Crowther, 110 Myrtle av. P
Mrs. E. J. Mulaney, 120 Myrtle av. S
Mrs. H. E. Parker, 18 Harvard st.....I

354-ALAMO, SAN ANTONIO, TEX., meets alternate Fridays, 3:00 p. m., Odd Fellows' Hall, Houston st.
Mrs. N. B. Wyatt, 905 N. Mesquite st. P
Mrs. Jas. Hopper, Sta. A812 Morales st. S
Mrs. L. W. Winzer, 583 Mason st.....I

355-MRS. J. A. NORTON, BRECKENRIDGE, MINN., meets 2d and 4th Wednesdays at 2:30 p. m. in K. of P. Hall.
Mrs. Cleona Woodford.....P
Mrs. Anna B. Anderson, Box 715.....S
Mrs. Alice Murphy.....I

356-THE SANTA LUCIA, SAN LUIS OBISPO, CAL., meets 1st & 3d Thursdays, 2:30 p. m., Eagles Hall, Higuera st.
Mrs. J. A. Burke, 1700 Ocean st.....P
Mrs. A. C. Thyle, 1345 Moro st.....S
Mrs. H. J. Miller.....I

357-ATHORA, AURORA, ILL., meets 1st & 3d Wednesdays, 2:30 p. m., in Schoeberlin Hall, Fox st.
Mrs. J. P. Jordan, 348 Claim st.....P
Mrs. M. Cooper, 24 N. West st.....S
Mrs. Owen Murry, 91 Spencer st.....I

358-SPRING TINE, CONNERE, TEXAS, meets 2d & 4th Thursdays, 2:30 p. m., in B. of L. E. Hall.
Miss D. R. Langridge.....P
Mrs. J. W. Powell.....S
Mrs. J. W. Parton.....I

359-PRIDE OF NINETY EIGHT, LIN. COLN, NEB., meets 1 & 3 Wednesdays, 2:00 p. m. in G. A. R. Hall.
Mrs. Jessie Moore, 1225 H. st.....P
Mrs. Maude Johnson, 1201 U. st.....S
Mrs. Anna McCrory, 720 N. 12th st.....I

360-SINCERITY, PRINCETON, INDIANA, meets 1st & 3d Wed. 2 p. m. Union Hall.
Mrs. John Boyles, 908 Seminary st. P
Mrs. E. J. Smith, 1218 S. Gibson st. S
Mrs. M. Langford, Baldwin Heights I

361-MARY L. COOK, WOODSVILLE, N.H., meets 2d & 4th Tuesday, 2 p. m., K. of P. Hall, Central st.
Mrs. P. G. Gale.....P
Mrs. P. O. Smith.....S
Mrs. N. J. Miller.....I

362-QUEEN ALEXANDRIA, ST. THOMAS, CAN., meets 2d & 4th Thursdays, 2:30 p. m., in K. O. P. Hall, Talbot st.
Mrs. J. Gowing, 88 Gladstone st. P
Mrs. D. A. Walker, 168 Wellington st. S
Mrs. J. Taylor, 64 Catherine st.....I

363-SPENCER, SPENCER, N. C., meets 2d & 4th Thur. 2 p. m., Masonic Hall.
Mrs. D. A. Beaver, Salisbury, N. C. P
Mrs. A. D. Smith.....S
Mrs. S. S. Moore.....I

364-WABASH VALLEY, WABASH, IND., meets alternate Wednesdays 2:30 p. m., in Ben Hur Hall, Market st.
Mrs. Ola Moore, 168 E. Hill st. P
Mrs. W. F. Hockaday, 34 Stitt st. S
Mrs. C. F. Scheer, 180 E. Hill st.....I

365-SASKATCHEWAN MOOSE JAW, PROV. OF SASKATCHEWAN, CANADA, meets 2d & 4th Wed., 7:30 p. m., in Hitchcock's Hall, Main st.
Mrs. Chas. Unwin, 48 River st. E. P
Mrs. J. Humble, 10 E. Fairford st. S
Mrs. W. Delbridge, 61 W. High st.....I

366-PRIDE OF 557, MINNEAPOLIS, MINN., meets 2d & 4th Thursdays at 2:30 p. m. in Maccabees Hall, cor. Bloomington and Franklin av.
Mrs. C. Humphrey, 2123 Cedar av. P
Mrs. M. Kelley, 2451 Cedar av. S
Mrs. Loma Mase, 2428 Elliott av.....I

367-EUREKA, DALTON, ILL., meet 2d & 4th Thur. 2 p. m., A. O. U. W. Hall.
Mrs. W. West.....P
Mrs. T. Harper.....S & I

368-CANADIAN PACIFIC, TORONTO JUNCTION, ONT., meet 1st & 3d Thursdays, 2:30 p. m., St. James Hall.
Mrs. Wm. Bouskill, 13 Northcote av. Toronto.....P
Mrs. Geo. Wanless, 180 Pacific av. S
Mrs. Charles Campbell, 54 Quebec av. West Toronto, Ont.....I

369-MANOTOWNE, HALLSTEAD, PA., meets 1st & 3d Thursdays at 2:30 p. m. in Swartz Hall.
Mrs. C. S. Swartz.....P
Mrs. C. W. Tinsley, Dalton, Pa.....S
Mrs. E. Stalker, 49 New York av.....I

370-PRIDE OF OHIO, MIDDLEPORT, O., meets 1st & 3d Thursdays, 2 p. m., in K. of P. Hall.
Mrs. C. E. Smith.....P
Mrs. Martin J. McCarty.....S
Mrs. Jas. Stevens.....I

371-FRISCO, THAYER, MO., meets 1st & 3d Mondays, 2:30 p. m., Boyd's Hall.
Mrs. Jacob Myers.....P
Mrs. George Upham.....S
Mrs. Frank Cooper.....I

372-CRAWFORD, COLUMBUS, GA., meets alternate Thursdays, 2:30 p. m., in Royal Arcanum Hall, First av.
Mrs. A. E. Simpson, 1600 Second ave P
Mrs. G. O. Collins, 1300 19th st.....S
Mrs. V. H. Green, 1108 18th st.....I

373-YOGA, LIMA, OHIO, meets 1st and 3d Fridays, 2 p. m., in Mit-hell's Hall, N. E. cor. Public Sq.
Mrs. W. H. Warner, 636 Delphos av. P & I
Mrs. Laura Rydman, 711 N. Jefferson st.....S

374-GOOD HOPE, HARRISBURG PA., meets 2d & 4th Thursdays, 2 p. m., in Mauk's Hall, cor. 6th & Keller sts.
Mrs. D. A. Leidy, 316 Cumberland st. S
Mrs. Wm. Gardner, 4144 Harriet st. S
Mrs. D. Snyder, 1113 8th st.....I

375-OCHELTER, MACON, GA., meets 1st & 3d Thursdays, 2:30 p. m., in Odd Fellows' Hall.
Mrs. A. J. Brooks, 663 2nd st.....P
Mrs. M. Williams, 317 Church st. S
Mrs. B. F. Anderson, 823 Arch st.....I

376-VIOLET, CHICAGO, ILL., meets 1st & 3rd Wednesday, at 2 P. M., in Lawn Dale Hall, cor. Ogden & Trumbull av.
Mrs. O. Danziger, 880 S. Homan av. P
Mrs. E. E. Ferris, 1012 13th st.....S
Mrs. Ernest Fisher, 738 S. Kedzie av. I

377-HELPHATE TO 531, NEW ORLEANS, LA., meets 1st & 3d Wednesdays, 2 p. m., in K. of P. Hall, Bernaud st.
Mrs. J. Coffman, 520 Pelican av. P
Mrs. E. H. Cayard, 445 Belleville st. S
Mrs. E. M. Collins, 315 Belleville st. I

378-ARBITUS, GLADSTONE, MICH., meets alternate Wednesdays, 7:30 p. m., in Wasa Hall, 9th st.
Mrs. Clair W. LaFever, Wisconsin st. P
Mrs. J. T. Fitzpatrick, 1387 Wisconsin st. S

379-TRINITY VALLEY, TEAGUE, TEX., meets 1st & 3d Wednesday at 2:30 p. m., in K. of P. Hall.
Mrs. A. Zeanon, box 193.....P
Mrs. J. T. Odell, Box 455.....S
Mrs. W. D. Moore.....I

380-HOWARD, WESTON, N. Y., meets 1st & 3d Wednesdays, 2:30 p. m., in Eagles' Hall, Main st.
Mrs. J. O. Jordan.....P
Mrs. P. D. Marsh, 218 Bland st. S
Mrs. G. B. Ramsburg.....I

381-CARNEGIE, CARNEGIE PA., meets 2 & 4 Wednesdays, 1:30 p. m., in Masonic Hall, cor. Main and Broadway.
Mrs. H. Keenan, 34 Boro View av. P
Mrs. S. V. Ullsh, Wabash av.....S
Mrs. Frank Knox, 507 Dick av.....I

382-BELLE POINT, FORT SMITH, ARK., meets 1st & 3d Wednesdays, 2:20 p. m., in Modern Woodmen's Hall.
Mrs. Maud Gunn, 198 N. 5th st. P
Mrs. Rhoda Willis, 917 N. 5th st.....S
Mrs. Susie Brochu, 500 N. 4th st.....I

383-PLANT, WAYCROSS, GA., meets 2d & 4th Wednesdays, at 2:30 p. m., in Red Men's Hall, Plant av.
Mrs. H. S. DuBoise, 56 Gilmore st. P
Mrs. J. M. DuBoise, 56 Gilmore st. S
Mrs. A. R. Campbell, cor. Stevenson & Reynolds.....I

384-ST. JOHN'S, JACKSONVILLE FLA., meets 2d & 4th Thursdays, 2:00 p. m., Foresters Hall, 12-14 E. Bay st.
Mrs. N. N. Wakefield, 853 Bannan st. P
Mrs. F. W. Amazon, cor. Gilmore & Grape sts.....S & I

385-CADLE, OTTUMWA, IOWA, meets 2 and 4 Thursdays, 2:30 p. m., in O. K. C. Hall, cor. Main & Market sts.
Mrs. J. J. Smith, 1015 Plam st. P
Mrs. P. J. McGovern, 532 E. Samantha st.....S
Mrs. F. E. Orvis, 115 N. Clay st.....I

386-DELOSS EVERETT, BROOKFIELD, MO., meets 1st and 3d Wednesdays, 2:30 p. m., in I. O. O. F. Hall.
Mrs. F. W. Davis, 215 John st. P
Mrs. Harry Anderson, 425 E. Park av. S
Mrs. Geo. East, 319 S. Main st.....I

387-ALICE MILLIS, SPRINGFIELD, O., meets 2d & 4th Thursday 2 p. m. in O. U. A. M. Hall.
Mrs. Geo. Oumbe, 322 S. Belmont av. P
Mrs. Ella E. Bridge, R. F. D. 3, Box 136.....S
Mrs. Kate Meals, 438 Grand av. I

**388-MRS. HOWARD R. KIGHT, CUMBER-
LAND, MD.**, meets 1st & 3rd Sat. 1:30
p.m., in I. O. O. F. Hall, Center st.
Mrs. May Twigg, Ridgely, W. Va. P
Mrs. Rob. Arnold, Patterson av. S
Mrs. Mary Grain, Fairview av. I

389-IDEAL, CONCORD, N. H., meets 1st
Thursday & 3rd Friday at 2:30 p.m.
Boyle's Hall, Hill's B'l., N. Main st.
Mrs. Lizzie A. Smith, 25 Eastman
st. S
Mrs. J. G. Mason, 38 S. State st. S
Mrs. C. S. Woods, 36 Warren st. I

390-ABSAKARA, SHERIDAN, WYO.
meets 2d & 4th Fri. in K of P Hall.
Mrs. Grace Doyle, Coffeen av. P
Mrs. Blanche Bradford, 606 N. Main
st. S
Mrs. Isabella Coyne, Wyoming av. I

391-TOLEDO, TOLEDO, O., meets 1st &
3rd Wednesday 2 p.m. in Anthony
Wayne Hall, Broadway
Mrs. Esther Watson, 543 Knowler st.
Mrs. J. M. Oregon, 1007 Western av. S
Mrs. Emma Kirkham, 554 Walby av. I

392-ARROWHEAD, LOS ANGELES, CAL.
meets 2d & 4th Thursdays at 2:00
p.m. at 1956 E. 1st, L. A.
Mrs. J. Warboys, 2529 E. 4th st. P
Mrs. G. G. Mason, 2506 E. 3d st. S
Mrs. J. P. Matthew, 1917 E. 2d st. I

**393-MARTHA WASHINGTON, RT. CAR-
MEL, ILL.**, meets 2d & 4th Thurs-
days in B of L Hall.
Mrs. M. Johnston, 931 N. Mulberry at P
Mrs. Grant Hall, 331 E. 9th st. S
Mrs. S. G. Rush, 10 W. 7th st. I

394-NEARBY RIVER, DICKINSON, N. D.
meets 1st & 3rd Saturdays, 7:30 p.m.
Mrs. Alfred White S
Mrs. Almira Jennings S
Mrs. W. H. Flanagan I

395-JANITA, SALEM, ILL., meets 2d
& 4th Fri. 2 p.m., Odd Fellows Hall.
Mrs. O. R. Herber S
Mrs. Mary Dankel, R.F.D. 4 S
Mrs. V. E. Musgrove I

396-ATHENS, SHERMAN, TEX., meets
1st & 3rd Wed. 2 p.m., Bailey's Hall.
Mrs. G. W. Arnot, 909 N. Willow st. P
Mrs. O. M. Rogers, 611 E. Houston at S
Mrs. F. L. Goodson, 1100 Richards st. I

397-ALLEGANY, CLIFTON FORGE, VA.
meets 2 & 4 Mon., 2:30 p.m., Masonic
Temple.
Mrs. R. B. Paxton, 48 Church st. P
Mrs. T. H. Howerton, 77 Rose av. S
Mrs. G. E. Showalter, McCormick st. I

398-JEFFERSON, BIRMINGHAM, ALA.
meets 2d & 4th Wednesdays 2 p.m.
in Red Men's Hall, 1917 1/2 st.
Mrs. E. O. Alexander, 2509 7th Ave. P
Mrs. J. O. Sullivan, 1900 11th av. N. S
Mrs. E. McClintic, 3914 5th av. So. I

399-SWEET OLIVE, FLORENCE, S. C.
meets 2d & 4th Tuesdays 3 p.m. in
Brotherhood Hall, Evans St.
Mrs. E. Shields, 1 N. Jarrotte st. P
Mrs. J. D. Latham, 610 Evans st. S
Mrs. Lee Shearer, 17 S. Jarrotte st. I

400-PRIMROSE, WICHITA, KANS., meets
2d & 4th Tuesdays at 2:30 p.m., in
Macebees Hall, Douglas av.
Mrs. Lottie McBride, 631 N. Waco at P
Mrs. Cressie King, 625 Waco av. S
Mrs. Myrtle Hayden, 413 Riverview I

**401-PRIDE OF GALLOWAY, HAG-
ERSTOWN, MD.**, meets 2 & 4 Thur., 2 p.m.
in Masonic Temple, Potomac st.
Mrs. J. A. Gardner, 36 Elizabeth st. P
Mrs. M. E. McCleary, Big Pool, Md. S & I

402-FERN, AMARILLO, TEX., meets 2 &
4 Weds. 2:30 p.m., Odd Fellows Hall.
Mrs. Jennie Calahan, 302 N. Grant st. P
Mrs. M. Lewis, 604 Buchanan st. I
Mrs. Dora Rhodes, 400 N. Lincoln at S

403-O. W. MOON, LA GRANDE, OREGON.
meets 2nd & 4th Tuesdays, 2 p.m.,
K. of P. Hall.
Mrs. F. M. Jackson, 802 O. av. P
Mrs. O. M. Humphreys, 1108 cor. 5th
& O. st. S
Mrs. L. E. Ferguson, 2005 O. av. I

**404-DREYBOND, CHATHIERE, QUEBEC,
CANADA.**, meets 2nd & 4th Tuesdays in
B. of L. E. Hall.
Mrs. James McNaughton, Chaudiere,
Curve P
Mrs. W. H. Cooby, Chaudiere Junct. S
Mrs. Geo. H. Goddard, Ft. Levi, So. I
Quebec

405-PANAMA, LAS CASCADES C. Z.
PANAMA, meets 2nd & 4th Fridays, 2
p.m., in Commission Lodge Room.
Mrs. Ella Brown, Pedro Miguel, C. Z. P
Panama
Mrs. Margaret C. Williamson S
Mrs. Lela M. Swearingen, Pedro
Miguel, C. Z. Pan I

**406-DORA HUSTED, GLENN'S FERRY,
IDAHO.**, meets 2nd & 4th Tuesdays at
5:30 p.m., Gorry Hall.
Mrs. L. L. Word P
Mrs. Fred Laine S
Mrs. H. W. Joslyn I

**407-STRATHCONA, MONTREAL, QUEBEC,
CANADA.**, meets 2d & 4th Wednesdays,
2:15 p.m., Fairmount Hall, Fair-
mount av.
Mrs. Geo. Magowan, 4867 Sherbrooke
st. S
Mrs. A. T. Houston, 2708 Mance st. S
Mrs. W. L. Stevens, 2552 Hutchison st. I

408-FAIRHEAD, ASHLAND, KY., meets
1st Thursday & 3rd Saturday, 2 p.m.,
I. O. O. F. Hall, Winchester av., be-
tween 15th and 16th sts.
Mrs. B. L. Wesley, 1238 E. Winchester
av. P & I
Mrs. John Tierney, 612 W. Central
av. S

409-FRENCH BROAD, ASHEVILLE, N. C.
meets 1st & 3rd Wednesdays 3 p.m.,
K. of P. Hall.
Mrs. L. R. Aldrich, 35 Ora st. S
Mrs. J. R. Street, 157 Park av. S
Mrs. J. L. Bishop, 149 Bartlett st. I

410-MARION, JERSEY CITY, N. J., meets
1st and 3rd Thursdays at 2 p.m., in
Fishers Hall, Newark av. & Erie st.
Mrs. W. H. Woolsey, 21 Romaine av. P
Mrs. L. Bates, 69 Van Reipen av. S
Mrs. A. Schlegel, 308 Magnolia av. I

411-M. F. WILLIAMS, COLUMBUS MISS.
meets 2d & 4th Fridays, 2:30 p.m.,
B. of L. E. Hall, Main st.
Mrs. M. F. Williams, 1216N, 2d av. P
Mrs. G. W. Carson, 124 N. 19th st. S
Mrs. A. E. Cheatham, 1008 N. 3d av. I

**412-NUTMEG STATE, NEW LONDON,
CON.**, meets 1st & 3rd Wednesdays at
2:30 p.m., Mohegan Lodge Room,
98 State st.
Mrs. A. W. Brickley, 9 Brewer st. P
Mrs. A. R. Wilson, 161 Howard st. S
Mrs. C. E. Sartoris, 252 State st. I

413-MONTGOMERY, NORRISTOWN, PA.
meets 1st & 3rd Thursdays 2 p.m.,
Odd Fellows Temple.
Mrs. Minerva Curdy, 1 R. D. P
Mrs. Jos. F. Costello, 45 E. 4th st. S
Bridgeport, Pa. S
Mrs. B. F. Balthaser, 482 Ford st.
Bridgeport, Pa. I

414-ATURN PARK, CHICAGO, ILL.
meets 1st & 3rd Thursdays, 2 p.m., in
Auburn Hall.
Mrs. R. A. Shepard, 622 W. 78th st. P
Mrs. J. K. Jackson, 740 W. 79th st. S
Mrs. A. Cole, 7823 Union av. I

415-J. H. DACEY, STANBERRY, MO.
meets 2d & 4th Tuesdays, 2:30 p.m.,
in Masonic Hall.
Mrs. J. J. Smith P
Mrs. S. J. Davidson S
Mrs. A. D. McGinnis I

**416-DUPHIN, DUFPHIN, MANITOBA,
CANADA.**, meets 2d & 4th Wednesdays,
2:30 p.m., I. O. O. F. Hall.
Mrs. J. M. McLeod, Third av. S. P
Mrs. O. Stewart, 117 4th av. S
Mrs. W. R. Harritt I

417-HOUSTON, ROCKY MOUNT, N. C.
meets 2d & 4th Thursdays at 3 p.m.,
in Elks Hall.
Mrs. Hugh Lancaster, 412 Arlington
st. P
Mrs. Emily Hughes, 442 S. Washing-
ton st. S
Mrs. Howard Barbour, Express Office
Bldg. I

418-SWASTIKA, CENTREVILLE, IA.
meets 2nd & 4th Wednesdays at 12
p.m., 912 S. 16th st.
Mrs. L. F. Breitenbacher, 1004 Drake
ave. P
Mrs. R. S. Gilbert, 307 E. Terry st. S
Mrs. F. Hinkel, 802 S. 16th st. I

**419-MRS. ELIZABETH AREHART, CIN-
CINNATI, OHIO.**, meets 2d & 4th
Wednesdays at 2:30 p.m., in G. A. R.
Hall, Eastern av.
Mrs. Mary E. Hunt, 4341 Eastern av. P
Mrs. J. J. Berry, 3634 Morris Place S
Mrs. Eola Stricker, 566 Delta av. I

**420-LINCOLN LIGHT, SPRINGFIELD,
ILL.**, meets 2nd & 4th Monday at 2
p.m., in Odd Fellows Hall, cor. 4th
and Monroe sts.
Mrs. May Lyons, 127 S. 8th st. P
Mrs. Ada L. Elockson, 814 Cass st. S
Mrs. Alda Irwin, 912 S. 12th st. I

**421-CRESCENT OF 1908, FORT WORTH,
TEX.**, meets 1st & 3rd Fridays, 2:30
p.m., in I. O. O. F. Hall, cor. First
and Throckmorton sts.
Mrs. D. J. Ryan, 1100 St. Louis av. P
Mrs. A. H. Murr, 314 N. Harding at S
Mrs. W. J. Robinson, 916 E. Hattiest. I

**422-MOUNT REGHIE, REVELSTOCK,
B. C.**, meets 2nd Friday at 2 p.m., &
4th Fri., 7:30 p.m. in Selkirk Hall.
Mrs. H. Creelman P
Mrs. A. Kenward, 4th st. S
Mrs. S. Stingley I

**423-MOUNTAIN GEM, POCAHELLO,
IDAHO.**, meets 2d & 4th Frids., 2:30 p.m.
W. O. W. Hall, S. Main st.
Mrs. Louis Hlasek, 829 N. Arthur av. P
Mrs. P. J. Knowles, 144 N. 4th av. S
Mrs. J. S. Foley, 28 N. Harrison at I

424-RIGHT POWER, LA JUNTA, COLO.
meets 2d & 4th Wed., 2:30 p.m. in
Woodmen's Hall.
Mrs. L. Holgrood, 821 Cimarron st. P
Mrs. G. Messenger, 405 Cimarron st. S
Mrs. Lois E. Hall, 423 Raton av. I

425-F. A. RUGGESS, FITZGERALD, GA.
meets 1st and 3rd Wed. at 2 p.m. in
Odd Fellows Hall.
Mrs. E. A. Vickror, 311 S. Main st. P
Mrs. Eugene Judge, 408 S. Grant st. S
Mrs. J. R. Graham, 301 W. Pine st. I

426-WINIFRED, FREEDOM, PA., meets
2nd & 4th Wed. in Lewis Hall.
Mrs. Jno. Horner, Fourth av. P
Mrs. I. M. Reed, Conway, Pa. S
Mrs. Wm. Harris, Conway, Pa. I

427-PALM, CLARION, IA., meets 2d and
4th Fri., 2:30 p.m., Masonic Hall.
Mrs. F. A. Toller P
Mrs. W. E. Olson S
Mrs. J. S. Shirk I

428-JOAHIN, FRESNO, CAL., meets 2d
& 4th Tuesday at 2:30 p.m., in I. O.
O. F. Hall.
Mrs. Horace M. Vance P
Mrs. Fay Owen, 2648 Mariposa st. S
Mrs. Calvin Rich, 627 P. st. I

**429-NETRO MOUNTAIN, MONTEREY,
TEX.**, meets every Friday p.m. at
33 Leardo Texas.
Mrs. Alice B. Smith, 141 Coanhtemooc P
Mrs. Lucile Caldwell, 102 Colegio Civil S
Mrs. S. Brantley, 154 Calle Reforma. I

430-MODEL CITY, ANNISTON, ALA.
meets 2nd & 4th Tuesday, at 2:30 p.m.,
in Blue Mountain Hall.
Mrs. Price Bradley, 2012 Moore st. P
Mrs. Mattie Wald, 255th st. S
Mrs. T. C. Keltner, 1800 Walnut st. I

431-TRINITAS, DALLAS, TEX., meets
1st & 3rd Wednesdays.
Mrs. M. S. Bannon, 123 St. Louis st. P
Mrs. J. F. Harritt, 123 Fourth av. S
Mrs. J. P. Graul, 615 Lamar st. I

432-ETOWAH, ETOWAH, TENN., meets
1st & 3rd Thursdays, at 2 p.m. in
Dodsons Hall, Tennessee av.
Mrs. J. E. H. P
Mrs. J. M. Johnson, P. O. box 558. S
Mrs. H. G. Edwards I

433-OPAL, WICHITA FALLS, TEXAS.
meets 2nd & 4th Thursdays, at 2:30 p.m.
Mrs. L. D. Rhode, 407 Lamar st. P
Mrs. Ivy E. Stone, 606 Lee st. S
Mrs. F. B. Nail I

434-ALLISON, HARRISBURG, PA., meets
1st and 3rd Wednesday, at 2 p.m., in
Fackler's Hall, 13th and Perry st.
Mrs. W. F. LeVan, 1709 Perry st. P
Mrs. John Herber, 434 S. 17th st. S
Mrs. Chas. Morrison, 340 S. 17th st. I

**435-PRIDE OF EASTERN SHORE, DEL-
MAR, DEL.**, meets 1st and 3rd Wednesday,
at 2 p.m., in Masonic Hall.
Mrs. S. M. Vingling P
Mrs. C. C. West S
Mrs. R. M. Pusey I

436-CHIPPEWA, MONTEVIDEO, MINN.
meets 1st and 3rd Thursdays, at 2 p.m.
Mrs. Glenn H. Tucker P
Mrs. Geo. A. Smith S & I

437-KOOTENAY EMERALD, NELSON, B.C.
meets 1st & 3rd Fridays at 2:30 p.m.,
K. of P. Hall, Vernon st.
Mrs. R. O. McDonald, P. O. box 22 P
Mrs. T. J. Williams, P. O. box 736 S & I

438-ARSENAL, PITTSBURG, PA., meets
1st & 3rd Thursdays, Totten's Hall,
cor. 43d & Butler sts.
Mrs. A. L. Gill, Braeburn, Pa. P
Mrs. F. U. Fulmer, 620 McCandless av. S
Mrs. Harry Remaley, New Kensington,
Pa. I

**439-MINNIE WARREN, TRAVERSE CITY,
MICH.**, meets 2d & 4th Thursdays,
at 2:30 p.m., in I. O. O. F. Hall, cor.
Front & Union sts.
Mrs. John Baldus, 330 W. 10th st. P
Mrs. Julia Kearney, 116 N. Oak st. S
Mrs. Clara Markham, 219 E. 11th st. I

440-MINNECAH, PRATT, KANS., meets
1st & 3rd Tues. 2:30 p.m., I. O. O. F. Hall
Mrs. Hannah Widaman P
Mrs. S. Newton, P. O. box 622. S
Mrs. G. C. Downing I

441—PURITY, TERRE HAUTE, IND., meets 2d & 4th Wed., Eng'rs' Hall, S. 17th st. Mrs. F. R. Barnes, 1900 College av. P Mrs. F. Patton, 1929 Washington av. S Mrs. J. H. Brough, 1801 S. 16th st. I

442—LIBERTY, COLUMBUS, OHIO. Mrs. Mary Gimby, 192 N. Monroe av. P Mrs. H. Harkness, 81 E. Lincoln st. S Mrs. Virginia Caves, 264 N. 20th st. J

443—MONONGAHELA VALLEY, MONONGAHELA CITY, PA., meets 2d and 4th Weds., 2:30 p. m., I. O. O. F. Hall, 2d st. Mrs. A. E. Hiesacker, 396 Miller st. out Oliver Sta., Pittsburgh, Pa. P Mrs. J. J. Bell, W. Brownsville, Pa. S Mrs. Geo. W. Beas, 306 Miller st. Knoxville, Pa. I

444—KITITTAS VALLEY, ELLENBURG, WASH., meets 1st & 3d Tuesdays, 2:30 p. m., K. of P. Hall. Mrs. T. E. Beddoes, cor. 5th and Samson sts. P Mrs. W. J. Bell, 608 N. Chebura st. S Mrs. N. I. Holton. I

445—BLERRELL, WYOMING, NEB., meets 2d and 4th Saturdays, 2:30 p. m., in Woodmen's Hall. Mrs. Anna M. Worden. P Mrs. Hattie Norton. S Mrs. Mand Watson. I

446—TOWER GROVE, ST. LOUIS, MO., meets 2d and 4th Wednesdays, 2 p. m., Turner's Hall, cor. Boyle and Chouteau aves. Mrs. Azza Helton, 1254 Old Manchester rd. P Mrs. Alice L. Harrison, 924 a Talmage av. S Mrs. Math. Longenbacher, 4233 A. Gibson av. I

447—SCENIC LAKE, SALIDA, COLO., meets 2d & 4th Sat., at 2 p. m., K. of P. Hall. Mrs. G. W. Bennett, 302 E. st. P Mrs. W. J. Garretts, 401 E. 3d st. S Mrs. Eileen McNicol, 223 E. 1st st. I

448—CAPE JENNAMINE, PINE BLUFF, ARK., meets 1st & 3d Wed. at 3 p. m. in K. of P. Hall, W. 2d av. P Mrs. E. S. Hoeler, 614 E. 2d av. S Mrs. J. Kennedy, 1128 E. 2d av. S Mrs. Jewel Roma, 1100 E. 7th av. I

449—TYLE TIDE, OKLAHOMA CITY, OKLA., meets 2d & 4th Mondays, 2 p. m., in B. of L. E. Hall. Mrs. C. W. McKinnon, 224 Choctaw st. P Mrs. Henry Martin, 412 W. Cedar st. S Mrs. J. Quinn, 407 Potts st. I

450—PRIDE OF JERSEY SHORE, JERSEY SHORE, PA., meets 2d & 4th Wednesdays, 2 p. m. in Millers Hall. Mrs. C. F. Smith. P Mrs. J. W. McMahon, 133 Main st. S Mrs. Minnie Bartolet. I

451—WINNERAGO, NORTH FOND DU LAC, WIS., meets 1st & 3d Fri., 2:30 p. m. Mrs. F. J. Hackbush, 1216 Broadway. P Mrs. E. P. Haley, 1110 Michigan av. S Mrs. John W. Saft, Michigan av. I

452—HAMMOND, HAMMOND, IND., meets 2d & 4th Fridays, 2:30 p. m., in K. of P. Hall, 168 So. Hohman st. Mrs. Wm. Green, 218 W. Plummer av. P Mrs. C. W. Long, 464 Stibley st. S Mrs. Thos. Kennedy, 118 Russell st. I

453—UNION OF 1909, NEW CASTLE, PA., meets 2d and 4 Tuesdays, 2 p. m., K. of P. Hall, Cherry st., Mahoningtown, Pa. Mrs. R. L. Powers, 612 N. Cedar st. P Mrs. J. H. O'Donnell, 730 N. Ashland av. S Mrs. J. H. Sherritt, 124 Madison av. I

454—AMETHYST, ORRVILLE, O., meets 1st and 3d Thursdays, in B. of R. T. Hall. Mrs. Adda M. Porter. P Mrs. Zadia Rodell. S Mrs. Jessie George. I

455—PRIDE OF 217, MATTOON, ILL., meets 2nd and 4th Thursdays, 2 p. m., in I. O. O. F. Hall. Mrs. R. B. Anderson, 2504 Western av. P Mrs. J. P. Anderson, 909 Broadway. S Mrs. Geo. S. Henderson, 2409 Prairie st. I

456—RAINBOW, LAS VEGAS, NEV., meets 2d & 4th Tuesdays, 2 p. m., Hickey's Hall. Mrs. Chas. Ireland, P. O. Box 123. P Mrs. E. R. Bailey, P. O. Box 235. S

457—ROCK ISLAND, ELDORADO, ARK., meets in B. of L. E. Hall. Mrs. Agnes L. Moore. P Mrs. Gertrude Gordon. S Mrs. Bettie Pittman. I

458—THE LADIES OF THE NORTHWEST, GREEN BAY, WIS., meets 2d & 4th Wednesdays at 2:30 p. m., Maccabee Hall, cor. Main and Adams sts. Mrs. Jno. P. Gary, 338 Shawno av. P Mrs. E. S. Rasmussen, 110 So. Oakland av. S Mrs. Jno. McCort, 301 So. Chestnut st. I

459—THE HOLY CITY, PALESTINE, ILL., meets 2d & 4th Wednesdays, 2:30 p. m., Engineers' Lodge Room. Mrs. Charles F. Wilson. P Mrs. Walter Wells. S Mrs. Frank Bannerman. I

460—ACME, WELLINGTON, KANS., meets 2d & 4th Thursdays, 2:30 p. m., I. O. O. F. Hall. Mrs. Emma Melville, 310 Lincoln st. P Mrs. Frances Pierpont, E. 9th st. S Mrs. Daisy Munro. I

461—MOUNTAIN TOWN, RENOVO, PA., meets 1st and 3rd Wednesdays. Mrs. Thos. Jones, Huron ave. P Mrs. M. L. Rooney, 8th St. S & I

462—CALWET, BLUE ISLAND, ILL., meets 2d & 4th Fridays, 2 p. m., Odd Fellows' Hall, 301 Western av. Mrs. T. McGregor, 217 Prairie st. P Mrs. Geo. F. Majors, 181 Walnut st. S Mrs. W. A. Porter, 218 Burr Oak av. I

463—ENID, ENID, OKLA., meets 1st & 3d Wednesdays, 2:30 p. m., M. W. of A. H. Hall. Mrs. M. S. Cartright, 1031 N. Adams st. P Mrs. M. T. Casey, 1033 N. Adams st. S Mrs. A. W. Bell, 507 W. Walnut st. I

464—SAN MARCIAL, N. MEX.,

INDIANA—F. E. Gross, Chr., 610 Market st., Logansport, Ind. Chas. Sutter, Sec. & Treas., 23 Delmar av., Howell, Ind.

IOWA—J. F. Huges, Chr., 322 S. Superior Ave., Mason City, Iowa. R. W. Patrick, Sec. & Treas., 1115 Pierce st., Sioux City, Iowa.

KANSAS—C. J. Rhuland, Chr., Osawatomie, Kan. H. E. Hansen, Sec. & Treas., 622 E. Lincoln av., Wellington, Kan.

MAINE—S. E. Doten, Chr., 381 St. John st., Portland, Me. A. L. Chase, Sec. & Treas., 39 Cottage st., Bangor, Me.

MASS.—H. H. Wilson, Chr., 82 Bailey st., Lawrence, Mass. W. B. Flanders, Sec., Box 63, East Deerfield, Mass.

MICHIGAN—P. B. Sullivan, Chr., 938 Elmore st., Green Bay, Wis. W. H. Kent, Sec. & Treas., 663 24th st., Detroit, Mich.

MINNESOTA—D. J. Hayes, Chr., Two Harbors, Minn. M. T. McMillan, Sec., 903 Watson av., St. Paul, Minn.

MISSOURI—John Laybourn, Chr., 517 So. Hancock st., Sedalia, Mo.

MONTANA—A. C. Wilson, Chr., 106 N. C St., Livingston, Mont. A. E. Barnes, Sec. & Treas., 406 Pine st., Lewistown, Mont.

NEW JERSEY—W. J. Steen, Chr., 51 Greenwood av., Trenton, N. J. Geo. B. Rowland, Sec., 600 Cherry st., Elizabeth, N. J.

NEW YORK STATE—W. C. Whish, Chr., 76 First st., Albany, N. Y. Geo. W. Wrightson, Sec. & Treas., Box 105, Ravena, N. Y.

NORTH CAROLINA—D. K. Wright, Chr., Raleigh, N. C. W. D. Pethel, Sec., Spencer, N. C.

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OKLAHOMA—W. L. Blessing, Chr., Box 322, Shawnee, Okla. M. Lund, Sec., 624 N. Aydelotte st., Shawnee, Okla.

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In Ward Seven.

BY TEMPLE BAILEY.

(Copyrighted, 1907, by P. C. Eastment.)

"Nurse," piped the small boy in cot 3, "the doctor's dead stuck on you."

"Hush," said the nurse and bent over him and tucked him up.

Her cheeks were very red as she went out of the ward, and when she was alone in the diet kitchen she said under her breath, "The idea!"

That afternoon she carried a wee bunch of violets to the small boy and pinned them on his little white night-shirt. "I picked them in the yard," she

told him. "Spring is coming, and I saw a robin on the lawn."

The small boy eyed her adoringly, and when the doctor came he whispered, "The nurse gave 'em to me—the pretty one with the blue eyes."

"Nurse Isabelle?" asked the big, fair-haired doctor.

"Yep," said the small boy, "the one you're stuck on."

The doctor stared at him through his thick eyeglasses. "The idea!" he said, then with the red coming into his face, "Don't talk, Jimmie; it's bad for you."

But when he had tended the poor little throat and the boy lay weak and pale on



VIEW OF THE CUYAHOGA RIVER, FROM SUPERIOR VIADUCT, CLEVELAND, O.

his pillow the doctor whispered, "May I have a violet, Jimmie?" and the small boy nodded, and the doctor laid the little blue flower carefully in his pocket-book between the prescriptions and the unpaid bills.

Unpaid bills were the reason that, in spite of his thirty-five years, the doctor had not indulged in romance. Notwithstanding his success in his profession, the expenses of city living and a mortgage on his mother's farm kept him in a state of chronic insolvency, with a consequent constant shabbiness.

paid on the mortgage, and he must still travel the path of loneliness.

"Oh, I say," Jimmie informed him a week later, "you ain't doin' it right."

"Why not?" the doctor asked.

"Aw, you ought to bring her a rose or some violets," Jimmie told him. "She likes 'em."

"I haven't time for foolishness," the doctor stated briefly, and Nurse Isabelle, coming up, heard him.

With her head held high she helped him examine Jimmie, and after the doctor had gone the small boy said shyly:



Garfield Monument,
Cleveland, Ohio.

GARFIELD MONUMENT, LAKE VIEW CEMETERY, CLEVELAND, O.

At the door Nurse Isabelle helped him on with his rusty overcoat.

"There's a button off," she told him. "I'll sew it on if you will wait."

And as she took deft stitches the doctor looked down at her white-capped head. From beneath the cap little blond locks curled against her round throat.

"Jimmie's right," he said aloud, and when Nurse Isabelle said "What?" in a startled way he stammered: "Oh, nothing. Let me know how the boy is," and went away.

That night he took an account of ways and means and found that it wouldn't do. There was a big balance yet to be

"Well, anyhow, I'm dead stuck on you, nurse, dear." She kissed him with her cheeks blazing.

That night she telephoned to the doctor, "Jimmie is worse."

When he came, the small boy was fighting for breath. "Tell-me about—the robin," he begged feebly, and Nurse Isabelle bent over him and sang softly,

"The robin is dressed in his feathers and down.
With warm, red breast and his wings of brown,"
and then she stood back that the doctor might see him.

She knew that things were very wrong. The doctor gave orders quickly,

and she followed them, and for hours they fought with death.

At midnight they thought that the end had come. Jimmie lay very still with his little face gray in the shaded light.

Isabelle, bending over him, began to cry, silently at first, then hysterically.

"Oh, why can't you save him?" she gasped. "Why can't you save him?"

"Hush!" the doctor warned. "Hush!"

But she was worn out, and the sobs came faster and faster as with shaking hands she tried to hold Jimmie up.

The doctor took the boy from her.

"Go and get me hot water," he

in his arms and held the boy while Nurse Isabelle enveloped him in a blanket.

Jimmie opened his eyes as they laid him on his little cot. "Tell me about the robin," he murmured dreamily and went to sleep, holding tight to Nurse Isabelle's finger.

The doctor, warm and rumped, looked at the two.

"You haven't any business nursing," he said to Isabelle.

Her startled eyes met his. "I was afraid you would say that," she quavered. "I was such a—fool."

"You are not a fool," the doctor



EUCLID AVENUE, CLEVELAND, O.

ordered—"plenty of it. I'm ashamed of you."

When she came back, he had his coat off and his sleeves were rolled up. "It's the last chance," he said, and she helped him lift Jimmie into the bath.

The tears ran down her cheeks and dripped into the tub. Once she looked at the doctor. "I am so ashamed of myself," she whispered. "But—I have not many people to love me." And she sobbed under her breath.

The doctor's hair was wet, his face was red, and his shirt was open at the neck, showing the cords of his strong neck. He lifted the little steaming body

blazed, "but some women aren't any more fitted to be nurses than I am to be the angel Gabriel."

Nurse Isabelle was not so sure of his unfitness for the sacred office as he stood there in his strength and dignity, with his halo of fair hair.

"If I had anything to offer you," he remarked abruptly, "I'd marry you."

"Oh!" Nurse Isabelle tried to rise, but Jimmie's thin fingers held her. "Please, don't," she begged.

"Don't disturb my patient," was the doctor's peremptory command. He ran his fingers through his hair. "If I wasn't so dead poor," he ruminated.

"A woman who breaks down at such an important moment isn't fit to be in a hospital," he continued. "She ought to be in a home where the tenderness would not be wasted."

He came around to Nurse Isabelle's side. It was very still in the big room. The screen around Jimmie's bed hid them from such wakeful patients as might be in ward 7.

"In my home it would not be wasted," he said softly.

Jimmie stirred slightly. Nurse Isabelle rose and bent over him. When she straightened up she was within the circle of the doctor's arm.

dozen horses of various degrees of speed and energy. But it wasn't to blame for its present awkward predicament. One of the wheels had dropped into a rut so deep that the hub was quite buried. There had been heavy rains and the ground was still soft and yielding. The soil seemed to close in on the prisoned wheel and hold it fast.

The driver of the phaeton, a little woman of perhaps 30, stepped down and surveyed the situation with a lengthening face. The pony looked at her and whinnied. He wanted to get home to his oats. The little woman looked up and down the road. There was no one in



DETROIT AVENUE, CLEVELAND, O.

"Oh!" she gasped, all pink and white and beautiful.

"You're such a little thing to take care of yourself," the doctor whispered. "And I'll make ends meet."

As she raised a radiant face Jimmie opened his eyes and took in the satisfying situation.

"I told you he was dead stuck on you," he chuckled weakly.

The Convalescence of John Gale.

BY W. R. ROSE.

The old phaeton had experienced much rough usage. It had outlasted a half

sight. The village was two miles away.

She puckered her brows and softly whistled. She had a way of whistling when things bothered her. She was a good deal bothered just at present. There was a sick child in the village who needed her attentions.

She stooped and looked again at the imprisoned wheel.

"In trouble, ma'am?" said a voice at the roadside.

She turned quickly. A man was looking at her from a little distance. As she turned he took off his soft hat. He was a man of a year or two past 30, perhaps, a clean faced man of scarcely middle

height, but who held his head up and his shoulders well squared.

"I am in a little trouble," she answered. "Can you suggest any way to help me?"

He came forward briskly and gave a quick glance at the wheel.

"Rather frail," he said.

"Perhaps you could take a rail from the fence and pry it out," she suggested.

He looked at her quickly and smiled.

Then he stooped a little and putting his right hand under the hub slowly drew the wheel from the rut and gently pushed the phaeton a little to one side and let the wheels down on solid ground.

He turned to her when the paroxysm had passed.

"The cough has nothing to do with the lifting," he smilingly explained. "I have it pretty often now."

She looked at him searchingly.

"Are you going to the village?" she asked.

"I guess so," he answered. "I haven't any very clear idea where I am going."

She stepped into the phaeton and picked up the lines.

"Get in," she said. "I will take you there."

He seemed about to decline and then suddenly accepted.



BATHING BEACH, EDGEWATER PARK, CLEVELAND, O.

The woman gave a quick gasp. Then she frowned.

"You shouldn't do that?" she said.

He looked at her and then at the wheel.

"Why not?" he asked.

"You might strain yourself," she answered. "There is always a risk in unaccustomed exercises." She saw that he was smiling. "Are you in the habit of lifting weights?"

"Yes, ma'm," he said. Then he suddenly turned away from her. A sharp cough seized him and held him in a brief paroxysm. The woman frowned again.

"That was a foolish exhibition of strength," she said.

"Can you wait a moment?" he asked, and hurrying to the roadside picked up some fallen branches and broke them into pieces and crowding them into the rut pressed them down and pushed the earth over them.

"That was well considered," said the woman. "Get in, please." He took the seat beside her and she started the pony. "How long have you had that cough?"

"Six months, I guess."

"Cold?"

"Hurt."

"Your chest?"

"Yes, ma'am. I had a fall from a swing. Trapeze, you know. I'm one of

the Colonna Brothers. My right name's John Gale."

"Have you had any treatment?"

"Saw a doctor last week. He told me I must quit the show. I know that. Said it might help me if I went to Arizona. I've been in Arizona and I don't like it."

"And what are you doing now?"

"Just wandering round. Falling into bad ways, I guess. I suppose you notice I've been drinking? Took more than was good for me in the town back there. Been asleep in a field. First whisky I've touched in a dozen years. Never drank a drop while I was with the show. I was

The woman faintly smiled.

"I am not as dangerous as the title might imply. My father was a doctor. So was my grandfather." She looked at him with her eyes half closed. "You need treatment," she said. "Your case interests me. I have made a close study of pulmonary troubles. Do you want to let me try my treatment on you?"

"You? But what's the use? That other doctor said there was no hope for me."

"I think I can help you. Will you let me try?" Noting her appeal, the man suddenly felt a flutter of hope in his breast.



BATHING SCENE, GORDON PARK, CLEVELAND, O.

a fool to touch it. Had a letter from my old partner and it made me feel blue." He suddenly straightened up. "I don't know why I'm telling you all this," he said. "Guess I'm getting maudlin."

The woman stopped the pony.

"Take a long breath," she commanded, "and exhale slowly."

She bent her head quickly and listened with her ear close to his broad chest.

Then she nodded and started the pony.

"Are—are you a doctor?" the man stammered.

"Yes. Why not?"

"I beg your pardon, ma'am. You see you're the first one I ever met."

"Why, yes," he answered, "I'll be glad to be your patient."

The woman nodded.

"Then you will have to do exactly what I tell you. Do you want employment? It will be better for you to have something to do."

"Very well, ma'am."

"I don't know anything concerning your circumstances, but I am in need of a man to drive me about and to look after the horse."

"That suits me, ma'am."

"You will have a room over my office and my housekeeper will look after your meals. Do you know anything about horses?"

"I was brought up with them, ma'am."

"Good. We will arrange about the financial matters later on. Here is the village. I have a call to make before I return to the office."

She drove down one of the poorer streets and stopped before a shabby cottage. A woman was waiting at the door. She waved her hand to the doctor. The latter gave the lines to John Gale and hurriedly entered the cottage. In a moment or two she came out again and took a black box from the phaeton.

"The child is very ill," she hurriedly said. "An operation is the only hope. I must not be interrupted. The child's father may be here at any moment. Keep him out and keep him quiet."

"Yes, ma'am," said John Gale.

He stepped from the phaeton and stood by the gate. Then he saw a big hulking figure come round the corner. It was the figure of a man and the man was the worse for liquor.

"You can't come in here," said John Gale in a low tone as the man faced him.

"Can't come in?" growled the man.

"Why, who in the blazes are you?"

He pushed forward, but John Gale caught him by the throat with one hand and by the wrist with the other and so pushed and forced him away from the house and up the street. When they were at a safe distance he released his hold.

"The doctor is in there trying to save your child's life," he explained. "She must not be disturbed."

The big man was still gasping for breath.

"B-but you can't keep me out of my own house," he snarled.

"Oh yes, I can," said John Gale pleasantly. Then his eyes suddenly gleamed. "And another thing," he said; "don't you dare to come back here again until you are sober."

"I'll see you again," the fellow threatened.

"You'll probably have the chance to see me tomorrow morning," said John Gale. "And if I find you've been making trouble I'll hunt you down and break

you in pieces. Now go away and sober up."

The fellow slunk around the corner and John Gale went back to the gate.

After what seemed a long time the doctor came out. Her face was pale, but her voice was steady.

"Then the father didn't come back?" she said as she stepped into the phaeton.

"He didn't stay," John Gale answered.

"Did you have trouble with him?" she quickly asked.

"No," replied John. "He understood



KOSSUTH MONUMENT, UNIVERSITY CIRCLE, CLEVELAND, O.

he couldn't come in and went away to sober up."

She looked at him curiously.

"He is a degraded brute when he is drunk," she said. "I'm afraid he will come back and annoy them."

John shook his head.

"No," he said. "I don't think there's any danger of that. We have a little understanding to that effect."

She looked at him again in the same curious fashion.

"I think the child will get well," she said.

He felt that this information was an acknowledgment of their new relations.

"Thank you," he said in his simple way.

Three months later John Gale wrote a long letter to his old partner of the trapeze team.

"Jim, old man," he wrote, "I'm getting better. That's right. I wouldn't admit it at first. I know it now. I cough less and the night sweats are a long ways apart. I told you about the little platform outside my window where I sleep on a cot in the open air. Well,



MONUMENT TO GOETHE AND SCHILLER, WADE PARK, CLEVELAND, O.

I'm still sleeping there, and I'm taking that gas treatment she gives me—though not so often, and I'm eating what she tells me to eat. She's a great woman all right, and she's saved your old pal's life. And there was a time when I thought a woman doctor was a joke. You ask me if I don't want to get back where I can sniff the sawdust again. Yes, I do, sometimes. But, of course, I ain't fit to go back yet, and it's pleasant here—and I'm making myself useful. I'm making friends, too, and I believe most of them think I'm a pretty good fellow. The doctor knows everybody in town, and the doc-

tor's coachman comes pretty near being a public character. I'm something a little better than just a coachman now. I'm getting so I can help the doctor in many ways. The other day a boy was run over by a car and I happened to be near by. Well, I got him out from under the truck and ran with him in my arms back to our office. And we laid him on the book table, and I held him while the doctor did the rest. It was a bad fracture of the skull and it took a long time to fix things. But her hand never trembled—and it's a little hand, at that; but when it was all over what do you think she did? She suddenly put her face against the wall and cried. Just a moment, you know. When she turned round she was as hard as nails again. But she's a woman all right.

"You're wrong about this being a dull place, Jim. We've got a pretty lively lot of people here and can get up a good deal of excitement at times. To illustrate, I was coming home after carrying a package of medicine to one of the doctor's poor patients—she's got a lot of 'em that she never gets a cent out of—when I ran into a little crowd that was watching a house. It seems that some crazy brute of a fellow had cut another fellow with a knife and had then retreated to this particular house and was cavorting around in it threatening to shoot anybody who came near. He was armed with a pair of revolvers and had managed to shoot a small boy in the leg and just missed hitting the priest of the parish—a most excellent old man—who had tried to reason with him. Well, I saw that he was likely to do some serious mischief if he wasn't stopped and so—as soon as I got a good chance—I rushed him. He was so surprised by my suddenness that I nearly nabbed him without getting a scratch. But somehow he managed to get one gun up and raked me across the shoulder—not much more than a big scratch. Then I was on him like a flash and had him down and helpless, and tied his hands behind him—there wasn't any real fight in the fellow—and dragged him outside and turned him over to the police. Then I ran all

the way to the doctor's office. 'Patient,' I said to her. 'Where?' she asked. 'Here,' I said as I tried to pull off my coat. Then she helped me, and stitched up the gash and plastered it over. When she had it all in shape she looked at me inquiringly. 'Fighting,' I answered. She didn't say any more then, but the next day when she looked at the hurt she said in her quiet way, 'I heard about the fighting.' And that was all.

"Write to me soon, old man. I want to hear all about the missus and the wonderful kid, and how the new turn is catching on."

John Gale had been in Minturn nearly a year. He had almost recovered his health, the cough bothered him at rare intervals only. He was still an inmate of the doctor's household and still under treatment, and he was happy and contented.

One day the doctor looked at him sharply.

"If you keep on improving," she said,

"I will have to discharge you."

"Discharge me?" he echoed.

"As cured."

He nodded.

"I understand."

"And now," she said, "to talk of your future. Of course you can't continue as a handy man, although you are remarkably handy. What have you thought about doing?"

"There's the old business," said John.

"Yes. But do you really want to go back to it?"

"I would rather stay here," he answered.

She smiled, and the doctor had a very pleasant face when she smiled.

"That's a high compliment to Minturn."

"To you," he corrected.

The doctor flushed.

"Now I have a little surprise for you," she said. "Next Monday evening the selectmen will elect you town marshal. They think you are the very man for the place. Those people across the inlet both admire and fear you. Nobody can control them as you can. It will give you a chance to be still more useful."

He looked at her steadily.

"Do you wish me to take it?"

"Yes."

"Then I will. You know best."

And he abruptly turned away.

But a day later he faced the doctor in her office.

"I can't take that place," he said.

"Why not?"

"It's hard to tell you. But I must go away."

"Why?"

"Don't think me ungrateful. I owe everything to you. This is the dearest place on earth. But I must go."



CANADIAN PACIFIC TRAIN 12 MILES EAST OF WINDSOR, CAN., MAKING 50 MILES AN HOUR. BRO. CHAS. CLARK, DIV. 528, AT THE THROTTLE, J. GRASSICK, B. OF L. F., AT THE SCOOP.—Photo. by J. M. Fairburn, Principal Engineer, C. P. Ry.

"Haven't I earned your confidence?" she gently asked.

"Yes, yes. I know I appear like a brute. Wait." He drew himself up. Then he slowly said, "It is presumptuous, I know, but I love you."

There was a little silence. The woman's eyes met him.

"Is there another reason?" she softly asked.

"Yes. I could have kept my secret to myself, but something has happened that makes it impossible for me to stay. You will understand when I tell you I

met Henry Martin this morning and he put out his hand. 'You are a doubly lucky man, John Gale,' he said. 'They are going to make you town marshal, and now everybody expects you to marry the doctor.'

It hurt him to say this, and he turned and stared through the window.

Again there was a little silence. Presently he looked around at her. She met his gaze with a charming smile.

"Brave men don't run away," she said.

He stared at her. His face suddenly flushed.

He came a little nearer.



BRO. W. A. KEMPTON, BOSTON DIV. 61, CHAIRMAN COMMITTEE ON ENTERTAINMENT OF THE O. R. C. DELEGATION WHILE IN CONVENTION ON MAY 12, 1909.

"B-but you heard what Henry Martin said," he stammered. "The town expects me to marry you."

Her face was quite radiant. She put out her hands.

"Then why disappoint it, John?" she said. — *Cleveland Plain Dealer*.

Also a Gentleman.

BY LESLIE STEWART.

(Copyright, 1907, by C. H. Sutcliffe.)

When Miss Irene Jackson left Columbus, O., to pay a visit to her aunt at Hastings, N. Y., her mother gave her

many warnings. She was to look out for collisions. She was to beware of open switches. She was to hold no converse with either young or old men. She was to hang on to her purse. She was to regard any woman who might address her as an adventuress.

All but one of these instructions were carefully followed by the 19-year-old girl. She was somewhat surprised and a good deal delighted to find herself in New York City at last, and she bravely followed the crowd onto the ferryboat and landed at the foot of Thirty-fourth street. There she took a cab for the Grand Central depot. It was only when she got out that she found her purse was missing. She remembered that someone had crowded her as she got off the ferryboat, but that bit of news didn't affect the hackman at all. He was a married man with a family of seven, and he had to assist in supporting five different saloons, so he wanted cash on the nail. There were tears, but they didn't move him. He had often seen them at home when he had reeled in on Saturday night without a cent in his pocket.

Miss Jackson couldn't pay the cabman, and she couldn't buy a ticket to Hastings, and for ten minutes she felt as helpless as a child. She was about to give the cabman a diamond ring as security when a young man of 25 years stepped into the breach. He had the long hair that some professional men affect, and he had the rusty clothes that other professional men affect; but, as for his heart, that apparently was pure gold. He stepped forward, paid the cabman and told him to be gone. The cabman smiled and winked and drove away. Then the young man introduced himself as Professor Nordenfelt of Columbia College, professor of languages. He asked the inestimable privilege of buying a ticket to Hastings for the young lady. He asked it because someone had rescued his sister from just such a position in Chicago a few days before.

As soon as the young man announced that he was a professor Miss Jackson drew a long breath of relief. She had met but few professors in her life, but

she knew them to be all right. Like a sensible girl, she leaned on this one. She wasn't even surprised when he said that he was on his way up to Irvington and would take charge of her as far as Hastings. She might have opened her eyes had she seen him pay for both tickets out of her lost purse, and she might have been most unhappy had she known that he had her diamond brooch in view, but as it was she felt nothing but glad relief.

They sat together on the train. Miss Jackson told the professor all about Columbus, and he told her all about Columbia. He spoke seven different languages and was learning seven others. The girl had always heard that professors were profound, absent-minded and taciturn, but she did not find this one so. He had given her an address so that she might return the money he had loaned her.

When Hastings was reached, her gratitude became profound. She insisted that he stop over one train and allow her aunt to thank him. He smiled in a curious way, thought over it for a moment and then accepted the invitation.

The aunt was no spring chicken, and she was puzzled over the professor. At first she set him down as a confidence man, but his knowledge of Columbia College and the seven languages upset this theory. His manners were good, and his conversation confirmed his assertions. He was finally accepted, repaid the loan and invited to call again. The police will never be able to satisfactorily explain to themselves why Jimmy the Kid, as his photograph in the rogues' gallery was labeled, should have made a second and a third visit to the house on the Hudson. It couldn't have been from a spirit of bravado, for Jimmy was sly. He couldn't have been "hit" for he was the one who had robbed the girl on the ferryboat and was still making use of her money.

For his second call Jimmy had dressed up a bit. It helped him in one way and damaged him in another. He didn't look so much like a professor in his better suit, but it did help his looks as a caller.

He was still interesting, too, and an hour passed away. When he had departed and the women had criticised him favorably, the aunt said to Irene:

"A professor of languages must get a big salary in a college."

"Surely he must."

"He must be received in the best of society."

"Of course."

"And he is probably rich."

"I don't doubt it."

"Irene, wouldn't it be funny, wouldn't it be odd, wouldn't it be romantic, if something were to come of this?"



BRO. W. F. BUCKNAM, BOSTON DIV. 61. SEC. COM. WHICH ENTERTAINED THE O. R. C. ON MAY 12, 1909.

"What kind of something, aunt?" asked the girl, without blushing. There was a man in Columbus. To be sure he was not a professor, but—

Jimmy's third appearance was his last. He announced that he had mastered one more language and would soon be ready to tackle the ninth. He said something about his having helped to raise \$50,000 to erect a new department at the university, and he mentioned that he had received an autograph letter from King Edward. These things were not stated in a boastful way. They simply crept in incidentally. It could not be said that

Jimmy was seeking to make an impression, but he made one, for all that, and a favorable one, too. The only slip he made—and that was not noticed until afterward—was in referring to his travels. For a Columbia College professor, engaged in teaching languages for six hours a day, he had gone around the country at lightning speed. He had also made some acquaintances that do not fall in the way of the ordinary professor. He knew Detective Johnson and Captain Flynt and the police commissioner, and because of



BRO. J. PETERS, DIV. 70, ON BOARD THE FRENCH FLAGSHIP "ADMIRAL AUBE" WHEN AT QUEBEC, CAN.—Courtesy N. A. Peters.

his knowing them he had a surprise on hand.

There was something dramatic in the way Jimmie fished up Miss Jackson's lost purse and restored it to her. It created a sensation. Assisted by the detective, the captain and the commissioner, he had run down the desperate criminal and forced him to disgorge. The lost money was there to a cent. No, thanks! It was only his way—only an incident in his study of languages. He was about ready to take his leave, but had been urged to call at his convenience in fu-

ture, when young Tom Blynn, who was in a city real estate office, but living in Hastings, and an acquaintance of the aunt, called on a matter of business.

He had barely been introduced to "Professor Nordenfelt of Columbia College, professor of languages," when the ladies noticed that Tom stared and the professor changed color. It seemed plain that both had met before. Tom's stare became a scowl. With a gesture, oddly appealing, the other man stopped him and said to the ladies:

"I have waited until the last moment to tell you that this may be my last call here. The university has decided to send me to the island of Samalong to study the very peculiar language of its people, and I expect to be gone a year or more. Miss Jackson, if I have been of the slightest service to you I am extremely pleased. Mrs. Harper, you have made my calls very pleasant and agreeable, and I thank you."

As he bowed his way out he was followed by Tom Blynn, whose face wore a very determined look. Jimmie slipped his arm through the other's, and when they were hidden by the shrubbery he squared off and said:

"Well, I'm caught with the goods on."

"Yes, you got my watch a month ago on a Twenty-third street car. I had my hands on you, but you got away."

"Here is the ticker, it cost me \$3 to have it cleaned and put in good running order. I hope you have not been greatly inconvenienced."

"What are you doing here at Mrs. Harper's?"

"Recalling old times when I was a gentleman. I seldom get a chance to do it. 'Professor Nordenfelt, of Columbia College,' isn't so bad, is it? Sounds much more genteel than Jimmy the Kid."

"Is this to be your last call here?"

"Positively the last, and I see no reason why you should give me away. Let it go as it is. I've been a gentleman again for a few days, and I don't believe the women in there would thank you for showing me up."

"Professor, I bid you Godspeed on your way to Samalong," replied Tom as he

raised his hat and extended his hand, and thus they parted.

At the house the two women were very curious and asked many questions, but Tom would not give them much information beyond saying that it was just as well that the professor was going away. An hour later, after she had had time to think things over, Mrs. Harper felt that she had got pretty near the truth, but she sighed as she said to Miss Irene:

"Poor professor! He was such an entertaining gentleman."

Those Who Do Their Best.

BY ROY FARRELL GREENE, IN SUCCESS.

"You'll find in life, one thing, my boy," said Uncle Hiram, low,

An' weighin' each word carefully, "there's haste in going slow;

I trust you'll never grow too big to ruminate with care

On that old fable mentionin' the tortoise an' the hare.

An' recollect, my boy, that fame and fortune isn't all

That spells success,—it's shoutin', 'Here!' when Duty deigns to call.—

I say, although no laurel wreath upon his brow may rest,

The fellow's doin' mighty well who always does his best.

"Perhaps he'll never walk wealth's road, perhaps ne'er scale fame's heights,

But then he'll keep his conscience, an' likely rest well nights,

For those who've fought with main and might where those less strong had quailed,

Though fulsome glory be not theirs, it can't be said they've failed.

Achievement isn't always writ large-lettered on one's brow,

While simple peace and sweet content oft lowly lives endow.

An' so, I'd say, though on his brow no laurel wreath's been pressed,

The feller's doin' mighty well who always does his best."

The New Deacon.

BY GEO. MARTINDALE

Brother Joanes lived some miles from Salom, and one hot Sunday (after riding on horseback to church) he found that unsought for, undeserved, and unexpected greatness had come. During the week he had been elected and appointed a deacon.

Being a humble private, he felt unworthy to fulfill the duties and wear the honors that Stephen, the first deacon, was stoned for.

However, the will of the people, backed up by the minister, was certainly the voice of the deity and, in spite of himself, he was duly installed into the honorable office.

After the service congratulations poured in from the rank and file of the members, and Brother Joanes, though still insisting on his unfitness, told them that he would try to live up to the re-



BRO. JOHN GARVEY, MEMBER OF DIV. 273, AND NICKEL PLATE RY. VETERANS' ASSOCIATION.—Courtesy Chas. Garvey.

sponsibility of an office which an angel might aspire to.

After a general handshake all around, he started on his long ride home. The first hour of the journey was uneventful, and then he was passing a big white house on the north side of the road, the doors and shutters of which were closed, though the heat was intense.

Farther down on the opposite side of the road, leaning against a rock on the river's bank, was an old white-haired man by the name of Ike Johnstone.

Ike appeared ready to faint, so Brother

Joanes, remembering the responsibility of his new office, left his horse and grasping him by the hand, says:

"Brother, I was elected a deacon of Ebenezer Baptist Church today. It is my business to help people in distress, and it will afford me a pleasure to help you any way I can. What's the matter? Why are you not in the shelter of your own house across the way?"

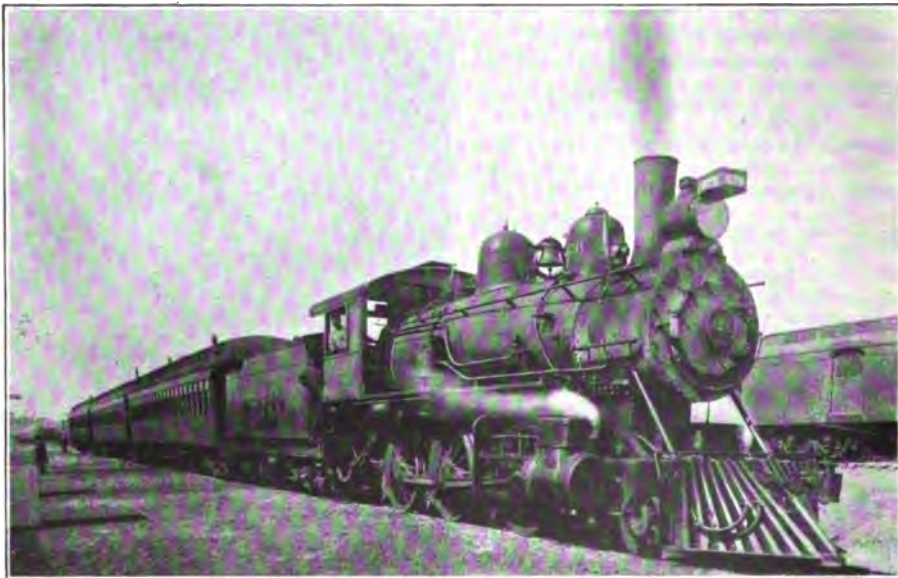
"Well," said Ike, "I be almost busted. I 'ave been out 'ere since yesterday noon; and I won't go into the 'ouse until Jane axes my parding. You see, 'er's too opinonated altogether, and 'er's bound

won't go in; no! never, never, until 'er axes my parding."

"Well," said the deacon, "you own that house and that veranda, and I see an easy-chair there. Why not go over and enjoy the comfort of that rocking chair without going inside. It is your house, your chair, and your veranda."

"All right," said Ike, "but I won't go inside."

Very gently Brother Joanes assisted the exhausted old man across the road and to the chair, into which he sank with a sigh of relief. Then the good Samaritan



M., K. & T. PASSENGER TRAIN, BRO. J. M. BAKER, 179, AT THE THROTTLE, M. BLUNT, B. OF L. F., AT THE SCOOP.—Courtesy Mrs. J. M. Baker.

to have 'er own way about everything, and I won't go into the 'ouse until 'er axes my parding. I won't! So there now."

"How long have you lived with your wife, Brother?"

"It be forty years since I brought she to that 'ome. The country was all beech and maple then. Our family be all left us, and they never saw no scraps 'twixt Jane and I. Lately 'er's orful, and yesterday at dinner I told 'er I'd never go into the 'ouse again until 'er axed my parding. 'Er's inside now, and 'er won't come out. 'Er knows I am here, and I

rang the bell, and when Jane came 'he told her he had been elected a deacon in Ebenezer Baptist Church, had missed his dinner, and would be so grateful for a glass of milk and a slice of her beautiful bread and butter."

"Certainly, sir, and I don't know any person more fitted to be a deacon than you are."

When the refreshments were brought, she invited him to come inside, for which he expressed his thanks.

"Mrs. Johnstone, I am sorry to cause you so much trouble, but I have a particular friend of mine out here, and I

would be so grateful if you would treat him as you have me, and another slice of bread and glass of milk will put me under obligations I will never, never forget."

"Most certainly, deacon. Any friend of yours is welcome to the best in my house."

So, a second tray is brought, but just at that moment something happened which might have been expected. Human strength has its limits, and Ike fell to the floor in a dead faint. The moan he made as he lay there was too much for the wife. "They two shall be one flesh," and they are.

Rushing out, she dropped on her knees, calling to the deacon to bring water, with which she bathed Ike's white, wrinkled face, calling him endearing names and calling herself everything that was bad. By and by the sick man opened his eyes and slowly came back to consciousness and when he did it was, "Jane, forgive me. I've been an old fool."

"No," said the wife. "It's me that's the fool;" then she kissed the white face and asked pardon so humbly. They were lovers once again.

How changed the scene! The angels might look down and enjoy it, but it was too pure for the new deacon. So, he slipped out to his horse and away.

"What's the matter? Everything seems so lovely this evening. The river in the sunset is like a stream of burnished gold, and the sun seems to be but a few hundred yards away and is beckoning to the rider. Then the sky comes down so near, and heaven is all around and its atmosphere is restful, yet invigorating.

"I never heard the birds sing so sweetly or so many of them, and the scent of the wild flowers pervades everything. The whole world seems a thing of marvelous beauty. And all since I became a deacon."

"Blessed are the peacemakers, for they shall be called the children of God."



THE FOUNDATION WORK FOR THE P. OF L. E. OFFICE BUILDING.

The above picture, taken by the Editor from the southwest corner of the lot, shows the cribbing, 16 feet in depth, at the bottom of which the concrete foundations are laid; a difficult problem, and slow work, because of water rising to the depth of about 10 feet coming in through a sand vein of 6 feet. The erection of steel on these four rows of footing immediately followed their completion. Footings will be ready for another section by the time the structural steel workers are ready for them.—EDITOR.

The Beautiful Home.

I never saw a garment too fine for a man or maid; there never was a chair too good for a cobbler or a cooper or a king to sit in; never a house too fine to shelter the human head. Elegance fits man. But do we not value these tools a little more than they are worth and sometimes mortgage a house for the mahogany we bring into it? I had rather eat my dinner off



SWANNINGTON (ENGLAND) INCLINE, OPENED 1833 AND STILL IN USE, GRADIENT 1 TO 17, WORKED BY A FIXED ENGINE AND ROPE.—Courtesy C. E. Stretton.

the head of a barrel or dress after the fashion of John the Baptist in the wilderness or sit on a block all my life than consume all myself before I got to a home and take so much pains with the outside that the inside was as hollow as an empty nut. Beauty is a great thing, but beauty of garment, house and furniture are tawdry ornaments compared with domestic love. All the elegance in the world will not make a home, and I

would give more for a spoonful of real hearty love than for whole shiploads of furniture and all the gorgeousness the world can gather.—*Oliver Wendell Holmes.*

The Brotherhood of Man.

If any man must fall for me to rise,
Then seek I not to climb. Another's pain
I choose not for my good. A golden chain,
A robe of honor is too poor a prize
To tempt my hasty hand to do a wrong
Unto a fellow man. This life hath woe
Sufficient, wrought by man's satanic foe;
And who that hath a heart would dare prolong
Or add a sorrow to a stricken soul
That seeks some healing balm to make it whole?
My bosom owns the brotherhood of man;
From God and truth a renegade is he
Who scorns a poor man in his poverty,
Or on his fellow lays his supercilious ban.

—*Thomas MacKellar in London, Eng., Ry. Review.*

His Desperate Remedy.

BY CECILIA A. LOIZEAUX.

(Copyright, 1907, by E. C. Parcells.)

"I tell you, Mary, I cannot afford it, and that's all there is to it!"

John Brent unfolded his evening paper and held it under the light, which was shaded to an artistic dimness by many ruffles of crape paper. His wife brought her hand down upon the piano keys in a crashing discord that made him shiver and set his teeth. Presently she seated herself in a low chair at the other side of the table, the soft light falling upon her pretty, petulant face as she bent over her fancy work.

John Brent forgot that he had been reading the political editorials and looked over the top of his paper at his wife.

"What makes you want a diamond ring, Mary?" he asked gently.

Her blue eyes brightened. She thought he was relenting.

"Why, I've wanted one all my life. When I was a little bit of a girl I had one with a glass set, and when I grew too old for that I used to dream of the time when I would be old enough to be engaged, so that my lover would get me one."

"You should have chosen a richer lover," said her husband, with a tinge of bitterness. "Young hardware merchants can't quite go at the diamond ring pace."

His wife hardly heard what he said. She stretched a dimpled white hand out across the table and was admiring it.

"See," she said, with a flash of coquetry, "it's pretty enough for diamonds, isn't it? That Mrs. Burrows on Tenth street has hands that are big and red. She has one diamond as big as a robin's egg—almost."

"Her husband is a saloonkeeper. He can afford it," smiled John, looking at the dainty hand that lay in his rough palm. He was wondering just how long

and drink and wear almost more than we can pay for. And then there was the hospital bill, as well as the doctor's. It took months to pay those."

"I suppose you wish it had been a funeral bill," said Mary sulkily.

"Mary! Don't you dare to say such a thing again as long as you live! You shall not twist my meanings in that way. Can't you be a little reasonable? Then you decided that the house was too shabby to be lived in, though the things we had bought when we were married seemed



MERRYLCAE, ENGLAND, PASSENGER STATION, OPENED MARCH, 1848, CLOSED IN 1871, BUT BUILDING IS STILL STANDING AS A RELIC OF THE PAST.—Courtesy Clement E. Stretton.

he was going to be able to keep it from doing any work, hardly considering the diamond question. Then he put it gently down and leaned on the table, looking at his wife closely.

"Perhaps I haven't told you so that you fully understand, Mary," he said after a minute. "You're a good deal of a child about some things, and you don't think. But business is bad—not mine only, but everyone's. There's that new store here, a branch of the big one in the city, and they are cutting prices murderously. And we have heavy expenses too. I don't know how, but we manage to eat

very fine to us at the time, and that wasn't so very long ago."

"We were awfully green," she said.

"Well, you've got over the greenness," said her husband dryly. "And the rugs and furniture and hangings have not yet got the last payment, and the furnace needs fixing, and the house needs painting. We must go slow, little girl."

Mary Brent's lips quivered for a moment, and then, hiding her face on her arm, she sobbed like a spoiled child. Her husband was first sorry, then angry. This was too childish.

"The trouble with you and all the

rest of the women like you is that you haven't enough to do to keep interested. You sit around and think of yourselves until you believe you are martyrs, when a little work would be better for you. It isn't all your fault, though," he added slowly. "If the baby had lived you would have been more grown up."

His wife sprang to her feet. "I—I'm almost glad he didn't live," she sobbed. "I wouldn't want him to hear his father talk like that to me." And she whirled from the room.

John Brent spent a wakeful, uneasy night, but by morning he thought he had found a solution. He ate his lonely breakfast—Mary never got up to breakfast any more—and went down town early. During the forenoon he went over to the office of Jim Reade, the most prosperous attorney in the town and his best friend. The two were closeted in the consulting room for over an hour, and as he came out into the reception room John said: "I'll take good care of it, Reade, and bring it back tomorrow. The fact that you aren't married makes it easier. I wouldn't want any other woman to know."

As soon as he got to the store he went straight into his private office and called up the police station. Within a few moments a detective whom John Brent knew well passed through the store and into the little room. The clerks looked at each other furtively and applied themselves vigorously to their work. They could not help hearing the burst of laughter that came from the office, however, though the ensuing conversation was too low to be heard.

That evening John Brent went home a little later than usual and sat down to the waiting dinner table without changing his coat, which he usually did to please his wife. Mary, apparently entirely recovered from the headache she usually had after such stormy times, sat opposite to him, dainty and pretty in her pale pink house gown. The dinner table was attractive and daintily set, and Nora, in a clean white apron, lumbered awkwardly around the table serving the simple dinner.

John seemed to be very nervous. He ate little and kept glancing furtively at his wife, who was seemingly indifferent, but who knew the signs and thought he was about to present her with a peace offering. She wondered what it would be.

They had reached the pudding and Nora had retired to the kitchen when the door-bell rang, and John started to his feet as if he had been expecting someone. He sat down again, however, as he heard Nora's step in the hall, and in a moment she opened the door, and Jack Burnet appeared in the doorway.

"Come in! Come in!" cried John heartily, a trifle too heartily, his wife thought. She wished John would not associate with this class of people.

"Sit down and have a bite," said her husband, and she was forced to echo the invitation, though she felt greatly relieved when the man refused. He leaned over the back of a chair, seeming at a loss how to begin. His feet shuffled nervously.

"I—I just dropped in," he stammered. "Fact is, I'm working on a case. Can I see you alone, Brent?"

"Oh, fire away," said Brent. "My wife would find it out sooner or later."

"Well, someone stole Jim Reade's diamond ring this morning. They got me working on the case, and I've got to do my duty."

Mary Brent, looking across the table with a sudden, lurking fear in her eyes, saw John's hand make a sudden involuntary movement toward the breast pocket of his coat. She turned white.

"Of course you must do your duty," said John. "Who is the thief?" He tried to look unconcerned and natural, but something clicked in his wife's throat, and she was not surprised when the detective laid a hand heavily on her husband's shoulder.

"John Brent, I place you under arrest," he said solemnly, and then, "I hate to do it, John."

"I'll get my hat and come with you," said Brent, rising. "Mary"—

"No, you won't," she interrupted, running around the table and standing in front of him. Then she stepped back

and put her hand through John's arm. She looked steadily at the detective, her small face very pale and her blue eyes flashing.

"If anyone has to go I will. It isn't his fault; it's mine. I—I made him do it. He told me he couldn't afford it, and I acted like a little beast, and so he did it to satisfy me, I suppose. He isn't a thief. You know he isn't a thief." She appealed to the detective. He stammered, "But the ring"—

"Take the ring back," she said, "and I will come and explain the whole thing to Mr. Reade. He wouldn't let you ar-

up the street. "It was a mean trick to play, but it did the work. I'll bet that by tomorrow morning that little woman will be thinking she'd rather darn his socks than make tidies!"

Some Interesting Traditions of Foreign Lands.

To the Bedouin, child of the desert, bread is sign and symbol of life itself. His deadliest foe needs no city of refuge. If he can but eat bread with his friend, the enemy, he is safe for 26 hours—until the last morsel is inwardly digested.



ROMAN STONE WAYS, NEAR WEEDON, ENGLAND, BUILT BY THE ROMANS, CENTURIES AGO.
—Courtesy Mr. Clement E. Stretton, Leicester, England.

rest John anyway if he knew who it was. Oh, please go! Give him the ring John," she begged.

John drew the ring from his pocket and threw it down on the white tablecloth. She picked it up and handed it to the other man.

"I don't ever want to see a diamond again as long as I live," she said, beginning to sob. The detective went to the door feeling somehow as if he'd been robbing widows and children. He looked back once as he reached the door and then hastily let himself out.

"Gee!" he said to himself as he went

Even then—an irony of the moral code! —if he has been able to steal a loaf and hide it in his flowing garments, the pursuing hand of vengeance will fall impotent when the loaf is produced.

On baking day in the Syrian country none may step over the dough on the floor "lest an evil influence be imparted to it," and when the "cake loaves" are served, instead of being cut by a knife, they are broken with the hand, for is it not "impious to wound them with steel?" The Syrian Moslem stoops by the wayside to pick up a fallen crumb; the Syrian Christian on the great feast of the Epiph-

any hangs a bit of dough wrapped in a cloth to the bough of a treasured fruit tree, which in answer to the sacred touch bows in honor of the Christ. In the province of Catania, Italy, the loaf is kissed before cutting—the same loving homage paid to a piece fallen to the ground. When kneading their dough, the Macedonian housewives sign it with the sign of the cross before dividing it into loaves, and later the same sign is made with the knife before cutting the individual loaf, while the crumbs that fall from the good man's table are religiously given to the ever-present beggars at his gate, the hungry little birds.

A great risk runs the peasant of Slavonic lands if he carelessly wastes any of the bread that he daily munches, since every crumb fallen is gathered up by evil spirits, and should their dust heap become heavier than the man's weight, on his death his soul is forfeit to the devil. The Mexicans are even more superstitiously fastidious. Go back to first principles and utter their anathema against the spoiler of the maize, each neglected fallen grain crying out to God: "Lord punish this man who saw me fallen and raised me not again; punish him with famine that he may learn not to hold me in dishonor."—*Utica (N. Y.) Globe*.

The Banker's Daughter.

BY GEO. MARTINDALE.

Salem's bank was the solid financial institution of the Maritime provinces. It was supposed to be next to the Bank of England in its resources, and strong as Gibraltar. Mr. Squartree, the manager, thought more of it than he did of his lovely wife and five charming daughters. In all its long history there had never been a defaulter among its score of clerks. It was safe from the burglar; at least, they had never attempted to crack its safe, and they were operating in other directions in the neighborhood.

One day Ike Beswick, the old watchman for a quarter of a century, sen word that his rheumatism was so bad he could not be at the bank again for some time. The manager was in a dilemma.

He felt there must be a trustworthy person around, or in that bank, or farewell to sleep. Walking down to the docks, he met the harbor master who knew everybody and who soon got him a man who could fill the bill to the king's taste. Charlie Lawson, an A. B. on the "Pollux," which had just come in for the winter, was the very man for the place. He was a Hercules in strength, the best living sailor coming into the port, and was slated to be mate next year on the old ship on which he had sailed for three years. Twenty-five years of age, well educated for a sailor, and afraid of nothing under heaven but the fair sex, he was soon engaged as watchman for the bank, and general lookout for the entire dock.

Charlie took quarters in the nearby Golden Quoit Hotel, so as to be near his work. The bank proper faced on the main street east, and the rear of the large building was the home of the manager, its front doors opening on a street to the north. Between the bank and the residence proper there was a large hallway used by the family, and in this hallway there was a doorway communicating with the manager's office. This door, front doors on the east side, vault and safe were put under the watchful care of the sailor; besides, a lookout had to be kept for suspicious characters, or fire on the whole square, consisting of the largest business houses in the city.

Of the banker's daughters Gertrude was a beautiful specimen of Canadian womanhood; golden haired, with a good figure, and a heart large enough to sympathize with the black in Africa, the yellow in Asia, and the white man in the slums of Salem, not forgetting the handsome watchman at her father's bank.

"Poor fellow," she thought, "he must be awfully lonesome all alone every night."

So, one evening after Charlie was getting used to his new task, a tasty little lunch was on the table in the hallway near the manager's private door. On the plate was Gerty's card, and on the back of the card just one sentence, "For our watchman."

In the morning when the plate found its way into the kitchen there was "Thanks" written on it.

This went on for a week; then a card was addressed to Mr. Chas. Lawson. A few weeks more and it was "Charlie;" and then it was "Our Charlie." On this day the sailor, in spite of his bashfulness, wrote on the bottom of the plate, "Please make it 'My Charlie.'" Then he was sorry, for after that for some time it was "Chas. Lawson, Esq." However, he wrote his thanks every night, and was extremely sorry he had given offense.

The winter had come with its usual

exceedingly popular. They tried to ingratiate themselves with the watchman, but did not succeed, for the sailor would drink only very rarely and then just a little, like the grog they had on ship-board.

It so happened these young fellows slept together in the next room to our hero. Their baggage consisted of two valises, and the chambermaid told Charlie they must keep their gold in a carpet bag, for one of them was so heavy she could not move it.

One forenoon shortly after, the door of the next room was standing open and, "accidentally on purpose," the watchman



THE WESTMINSTER, ENGLAND, RAILROAD CLUB ON A VISIT TO BRADON HILL QUARRIES, ON MAY 13. Rather primitive accommodations, the road being a branch to a mine, but they were royally entertained on arrival.—Courtesy Mr. Clement E. Stretton, Sec. Society of Eng'rs, Leicester, England.

severe weather, and in many towns there had been bank robberies, and the manager asked Charlie to be particularly careful while the hard weather lasted.

The watchman was anxious for a tussle with burglars or anybody else, for two reasons—he wanted the fun and excitement, and he also wanted to stand in with the manager on Gerty's account.

About this time there were two stylishly dressed guests at the Golden Quoit who were supposed to be horse buyers; but they did not buy any; the horses were not good enough or were too dear; but these young fellows spent their money freely over the bar and were

went in and examined the old black suitcase, and no wonder it was heavy—its contents (which could be felt through its worn sides) consisted of chisels, drills, hammers and burglars' tools generally. The watchman went to bed to think. He saw now why they were so kind to him and why they wanted him to drink. So, getting his knife, he cut a small hole in the paper covering a stove-pipe hole in the wall, and then was prepared to watch his would-be friends.

For a day or two he took a little whisky with them, so as to lead them on to whatever action they contemplated. One morning he heard some talk in the

next room and getting to his peep-hole he watched and listened to everything. He saw one take out a whisky flask, from which they both took a pull, and then the bigger of the men emptied about 50 drops of a dark liquid into it, shook it well, then put it into the pocket of an old overcoat that hung on the wall.

Charlie heard the whole program, which was to meet the sailor Christmas eve, give him a "swig," take his key, do up the safe, and get out of town before anyone was up. The watchman would be frozen to death, but it did not make any odds about him.

marshal into the bank, showed him the vault, and how everything of value was in the safe; then let him see the drink he had been expected to partake of.

"Now, Mr. Marshal, you and I are going to capture these men and this is my plan: I will leave the vault door open. You must stand behind it. I will be on the street and will be asked to take a drink, and I am supposed to take the front door key with me wherever I go. The side door will be unlocked and after they get me sound asleep, they will take my key, make for the front doors, let themselves in, and will be sure to lock



ENGLISH LOCOMOTIVES.

A Northeastern engine equipped with Westinghouse Air Brakes.

A North British, Scotland, engine equipped with both Westinghouse and Vacuum Brakes.

After the burglars got out Charlie went to the bar, purchased a flask of whisky and changed it for the one in the overcoat and went to bed. "Forewarned is forearmed."

On going to his work he called at the drug store and asked how long it would take a man to get to sleep after a drink of the contents of the bottle. The druggist's verdict was that five minutes would close your eyes in spite of your best efforts, and if you would drink a wine glass full of that stuff you would never open them until resurrection morning.

About 10 p. m. Charlie got the town

the doors behind them. I will come in the side door, but the moment these fellows enter the vault, swing the big iron door shut; then keep them there until they are half dead for want of air, when we will put on the handcuffs and the sleekest job of the year is done."

All this time Miss Gerty was in trouble. Nobody would go to bed, and she wanted to get the lunch and a Christmas box into the hallway. By and by, though it is the night when the stockings are hung up, the lights go out one by one, and the little autocrat of the home leaves her donation in its accustomed place. On the card was "My

Charlie," but altered to "Our Charlie."

There was a lavender neck-tie and a large silk handkerchief with Charlie's name embroidered on it.

About 1 a. m. the watchman locked the front door, took the key under his coat sleeve, and started for his usual walk around the block. There was a howling storm, the wind whistled up from the bay, feeling like ice itself, and the snow was piled in huge mounds on the sidewalks.

About half way around the block the two "popular guests" from the Golden Quoit came into view and, stopping,

Taking the lunch inside, the captors had their little Christmas feast, while the prisoners kicked and hammered on the door.

When all was quiet, Charlie opened the vault, and the prisoners were very near "another door," the date of whose opening has never been revealed to men.

Putting on the handcuffs, the marshal brought the patrol sleigh with a couple of policemen—and prisoners, tools and firearms were soon safe under lock and key.

Then Charlie opened up his Christmas



LANCASTER & YORKSHIRE RAILWAY LOCOMOTIVE, VACUUM BRAKES.

—Courtesy Mr. C. E. Stretton, Leicester, England.

they made a lot of the watchman, insisted on his having one good big swig to keep out the cold, and to "celebrate the Merry Christmas, my boy." Charlie took a small sip and made as if he would drink more; then bracing himself against a lamp-post said he felt so sleepy. In a minute or two he was down on the curbstone and the key and burglars nearing the bank. Jumping to his feet, he raced around the block and came in at the north entrance and, as he entered the hallway, he saw the lunch and the dear girl's gift, but just at that moment the door of the vault went shut with a bang, and the burglars were captured.

gifts and saw the mistake on Gerty's card, and he wrote on the china plate, "My was all right if you had left it. I wish you the best and happiest year of your life and a Merry, Merry Christmas."

In the morning he left a note for her father asking his presence in the police court at 10 a. m.

There was no banking done on holidays, and the banker got up late and knew nothing of what had happened until he heard the evidence of the watchman before the magistrate.

There was the drugged whisky, the tools, revolvers, and the prisoners, who were weak from their partial suffocation.

The anker trembled when he heard the story. There was more money in that vault than in all the banks of the town.

Charlie was complimented by the magistrate, police and nearly everybody, and taken almost forcibly to the banker's for Christmas dinner.

His debut into "swelldom" was very trying because they made a lion of him. Gerty blushed up to her ears when introduced by her father. As if they needed anything of that sort!

Then at dinner he had to tell the whole story over again, about the peep-hole, bag of tools, and the sham slumber on the curbstone. About 3 p. m. the old folks left the room and the young people paired off, as they always do (when there are pairs), and our young couple landed in a little alcove, when Charlie insisted that a needle and thread was the only thing necessary to bring him sweet content. The thread was required to put the little word "My" on the silk handkerchief, and when the task was finished he pulled out another with "My Gerty" sewn on it, for sailors do their own sewing.

Taking farewell, he said,

"I'm coming for my own next Christmas Day." But the little girl would not consent until she had asked her father.

"Never mind asking him. I'll perform that task and it is going to be all right," was Charlie's answer.

The winter went on and there were no more burglars around, but many little meetings in the hallway when the lunch was brought down.

A meeting of the directors was held, when a vote of thanks was given the "careful watchman," along with a well-filled purse.

In the spring, through the influence of the bank, Charlie took command of a three-master to Europe and South America.

The year was a very successful one, and in the fall the captain, dressed in his natty uniform, approached Mr. Squartree about the subject so dear to his heart.

The old banker knew what was coming. He thanked the young man for the honor-

able way he had approached him and promised an early consideration of the question.

Once more navigation is closed and the ships are tied up, but the verdict has been given.

"Put this winter in at college, and take Gerty on a wedding trip to South America in May."

This was agreeable to all concerned. A new ship was coming out of the docks and the manager, who had an interest in her, had her christened "Gertrude" and, of course, Charlie was to be captain.

May Day came. The wedding bells ring a glad peal. The ship is decked out with flags, as are most of the vessels in the harbor. The wind springs up four points abaft the beam, which fills every sail, and away they go on their journey of life.

The Flag.

The flag of the American colonies was the British union ensign in the upper corner with 13 stripes, alternately red and white, for the field.

June 14, 1777, the American Congress resolved that "the flag of the 13 United States be 13 stripes, alternately red and white, and that the union be 13 stars, white in a blue field, representing a new constellation." The stars were arranged in a circle to suggest perpetuity. The soldiers could not forget the crown, and the stars were arranged in alternating rows of three and two stars each. This was the ensign of the revolutionary war.

May 1, 1795, the flag of the United States was changed to 15 stripes, alternately red and white, and 15 white stars, in a blue field.

July 4, 1818, the flag was changed to "13 horizontal stripes, alternately red and white, and 20 white stars in a blue field." Congress also enacted that one star should be added to the flag with the admission of every new state into the union, and that such addition should take place on the 4th of July that immediately followed the admission.

For 91 years this has been the unchanged banner of America. Today 46

stars in the flag tell of the nation's growth and strength.

The red is the symbol of blood, heroism, sacrifice. The white is the symbol of purity, the "righteousness that exalteth a nation." The blue is the symbol of truth, the "truth that makes men free." The history and character of the nation are epitomized in this banner of the union.

There is no more beautiful banner afloat than the stars and stripes. Not a star has ever been blotted out, not a stain has ever soiled its stripes of crimson or field of blue.

It is to the nations of the earth the symbol of hope, freedom, power—a token

that marriage is a lottery, and from what my sisters tell me about the modern way of dreaming on wedding cake I should say that marriage is now a greater lottery than ever. It seems that the custom once was to put the cake under your pillow three nights in succession, and the man you dreamed of two out of the three nights was to be your future husband. That was the old, the simple way, before things had taken on their modern present-day elaborate complications. In these days dreaming on wedding cake appears to be carried on like this:

"You take seven little slips of paper



A LONDON & NORTHWESTERN EXPRESS LOCOMOTIVE.—Courtesy Bro. Wm. Manley, Div. 231.

to the world of one mighty nation built upon God's plan—"the land of the free and the home of the brave."—*Milwaukee Sentinel*.

Dreaming on Wedding Cake.

"My sisters," said Brother Claude, "are now busily dreaming on wedding cake.

"Three days ago we all went to a wedding and of course each of us got a nice little box of wedding cake, and every night since then, sisters have been putting these boxes under their pillows nights and dreaming on them to see whom they are going to marry.

"There is an old saying, you know,

and on each of six of these you write the name of a suitor, leaving the seventh slip blank. So here you have six slips with names on and one blank slip, and now without looking at them you mix these slips all up together so that you won't know which is which, and then you put all seven slips together in an envelope.

"By this modern method of dreaming on wedding cake, with the envelope system, you dream on the cake seven nights in succession, and in the morning of each following day you draw a slip from the envelope, and the last slip left in the envelope after the seventh night's dreaming indicates your fate; if it's got

a name on, why, that's the man you are going to marry; if it's the blank slip, why, then you are going to be an old maid.

"You see that by this method there is introduced a vastly greater amount of doubt and uncertainty, and the period of excitement, suspense and interest is very greatly prolonged; but while the old and simple way was certainly tamer, the modern way, though far more exciting and interesting, may not be without its disappointment in the end. Just see how it may work out.

"Among the men whose names you put on the six written slips there is pretty sure to be one whom you prefer to all the rest; but his may be the first name you draw out of the envelope after the first night's dreaming, thus, alas! putting him out of the question. On the other hand it might be that the first slip you draw out would be the blank, the old maid slip, and in this you would find perhaps reason for elation and self-congratulation.

"Again, the first slip drawn might be neither the blank nor the slip bearing the name of him you preferred, but a slip with the name of a man for whom you cared less; and so might the agony be day after day prolonged and growing all the time more harrowing, to the very end of the week.

"Such is the modern method of dreaming on wedding cake, as my sisters have so kindly explained it to me. I believe there is a reservation, if you don't like the way one week's dreaming comes out you can dream again on another piece that you get at the next wedding you happen to attend."—*New York Sun*.

Spanish Railroad Trains.

The Spanish train averages possibly 20 miles an hour—to allow one to make time exposures of the scenery, perhaps. It makes frequent and long waits. At every station the guards run up and down shouting the name of the town and the number of minutes for each stop. At every station also the two military guards, who accompany each train, descend and walk

around the cars, looking to see that no robbers are concealed. As there is at least one stop an hour these guards get some exercise before the day is over. They say this custom was adopted to drive away any brigands who might be concealed in or under the train, and that it has been successful. These military guards are very fine looking men, and wear an impressive uniform. We saw more than one black-eyed senorita look approvingly after them as they passed.—*Outing Magazine*.

A Cheerful Home.

A single bitter word may disquiet an entire family for a whole day; one surly glance casts a shadow over the household. But a smile may light up the darkest and dreariest hours. No matter how humble the abode, if it is thus garnished with grace and kindness the heart will turn lovingly toward it from the tumult of the world without.

The gentle grace of the mother of such a home remains to be seen in her daughter and the fatherly kindness finds its echo in the nobility and courtesy of the sons. On the other hand, from an unhappy, misgoverned home go forth those who will make other homes unhappy and perpetuate the sadness, contentions and strife of their own early lives.—*Agricultural Epitomist*.

The Liar and the Tulips.

The woman stopped to look at the great bed of tulips around the Union Square fountain. The petals were closed tight to keep out the cold.

"It was a pity to set them out," she said to one of the overalled men who was digging around them.

"We didn't set them out," he said. "We wouldn't be so cruel as to set them out this weather. The seed was planted a month ago. They just come up, not knowing what kind of weather we was havin', and when they found out they covered their heads up as much as they could. If it was decent May weather now they'd all be open and smilin' away at the sun."

The woman thought he must have a poor memory for faces, because she had walked by the day before and talked with him while he set the tulips out. However—

"What's in those big square boxes at the bottom of the basin?" she asked. There were four. They hadn't filled the basin yet and they showed.

"Water lily seed," he explained.

"When will they come up?" she queried.

"In about two months," he said.

"It's a long time," she commented: "Why don't you turn hot water on them and make them come up in one?"

"We'll have to," he said, digging up a stray weed and throwing it aside, "if this weather keeps up. We're going to have a hot water tank for the flowers this summer, and steam radiators for the tramps. We're going to have a steam heater under all the park benches."

"What do you think is the matter with the weather?" asked the woman, stopping him in his wild flight.

"Oh, the country's gone wrong altogether," he explained. "First there was the panic and that hit the people, and now there's the blizzard in May and that hits the flowers. There's no tellin' what we'll be comin' to before it's over. The country's goin' to the dogs. It's—"

The woman walked on to the next workman, who was quietly digging.

"What's the matter with that man over there?" she asked him. "Did he escape from Amityville?"

"No," he answered, "but he'll be headin' that way soon if the people don't stop comin' along here and askin' him fool questions about the flowers and the weather."—*N. Y. Press.*

A Corner for Grandmothers.

"You don't mind being disappointed, Granny. You know, we intended you should go with us over to that concert, but Jack Frazer popped in on us unexpectedly, and we have asked him to wait over and go along, too. I suppose May never thought about your going. So I told her it would be all right, that you'd had your day and probably wouldn't care much about it, anyway."

My real self, fortunately, came to my rescue at once, and I had ample time, before my grandson glanced up, to get my features in proper position for a smile. He never knew, and I'm glad that he didn't.

But why, oh why, is it that, old and wrinkled and gray and weak, I still love the things they do and enjoy what they enjoy? Hadn't I been planning for a week on the pleasure I knew I should have in hearing at this concert several selections that have been favorites of mine for 50 years? Why should I be left at home just because a college man happened to drop in and a thoughtless girl invited him? Why couldn't they so manage that I might go?

Oh, I could fairly feel the sharp eyes of my "real self"—I knew I must face around and listen. Down deep I knew I deserved it. I listened:

"Will it take centuries to prove to you the variations of the 'survival of the fittest'?"

"This is one of them. It isn't because you are you. It isn't because they are tired of you. It isn't because they don't appreciate you. It is because religion and philosophy and science, all alike, are powerless to stay back the signs of old age. Should the auto break down—you would be the least able to walk a couple or double that number of miles. Should the hall be too cold—you would be the one most likely to suffer. Should an accident mean the reaching home, perchance, long after midnight—you would be the least able to endure the loss of sleep.

"Do you recognize the variation now? Are you not alive to the inexorable truth that, consciously or unconsciously, those who, from the years they have lived, are less able to endure, to suffer or to stand any unplanned-for inconvenience, must of necessity be the first to be ruled out? In a general way, it is all for safety's sake, for your own sake, or for the sake of the others."

I then knew that all these things go together to make up the "changing of the years" and bear directly upon one of the articles of our creed, and must be accepted "cheerfully."

My way would be : Do not stop anticipating, planning or enjoying through anticipation. Train yourself to take disappointment in a sort of cordial way and immediately supplement it with some deep enjoyment—some enjoyment that “they,” the ones who dealt out the disappointment, are not capable of appreciating. Thus, a little salve for the wounded member.

After such an experience, I always say: “When shall I ever learn?”

But the old desolate feeling that followed has passed away. I know, I absolutely know now, that I have reached a height never to be scaled by a disappointment—therefore, I am free.

Let me see : Queen Victoria was over 70 when she started to learn the language of India, and she succeeded. Now, what I once determined to do and do well seemed very insignificant beside the queenly accomplishment, and yet it was not going to be so very easy for me after all.

It came about in this way. One son made the remark one night: “When mother goes to visit James she will have to become a regular professional story-teller if she wants to have any standing with James’ children. They devour stories by the yard and then cry for more.” This made me entirely uncomfortable, although I didn’t let on. But the very next day the minister stayed to supper, and he became excited telling about an old lady he had met, who always had a funny story to tell and always told it so quickly and well. He ended with : “Well, one couldn’t grow old where she is.”

Somehow I couldn’t keep these few sentences of the minister’s and of James’ out of my mind. I heard the clock strike 12. Anyway, in the morning, I said to myself, or, rather, I listened while my real self said to me : “Now, you have plenty of business on hand this morning. You can tell just as good a story as any one, if you just study over it, think you can and then practice. Practice out loud, after you either read a story or think one out from memory.”

I was as bashful as a girl when I first

began, and I seemed afraid of my own voice. Every time I started to become discouraged I would think of James’ children. I saw them in my dreams, rushing and demanding packages of stories before I had my bonnet untied. Then the minister would take the place of the children, and he would be laughing unreasonably, tipped back in his chair. I was wondering how I ever could have told a story so well. GRANDMA D.

—*Boston Herald.*

My First Convention.

The 1909 conference of the Railroad Young Men’s Christian Association, held at St. Louis, was an event in my life which I will never forget. When I first thought of going from New York to St. Louis, it seemed a long journey, although I knew the conference would be worth any effort. If you should ask me if I thought the journey too long for the object, I would tell you that I would go to California to hear another such conference, and even then I would feel that the reward was far too great for any journey to offset.

The conference was held in the Odeon, a very large theater, which although smaller, reminded me of the Hippodrome of New York. The acoustic properties were excellent, and I believe everyone could hear.

The first session of the conference that we attended was a banquet held at the Armory of the First Regiment of St. Louis. This was a tremendous gathering, some 1200 or more strong. The tables ran at right angles to a long speaker’s table, which extended from one end of the Armory to the other. Col. John J. McCook presided, and filled his position to perfection. Among the many speakers, there were a few that memory brings back with perfect clearness. President Brown of the New York Central made an excellent speech, which showed that his long years of experience had fitted him fully for his most important position. His strength seemed to radiate, and everyone could feel that he was the right man to be at the head of America’s

greatest railroad. W. S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, delivered a very good speech, and Conductor Jim Burwick spoke from his heart to an audience who instantly realized what great good he had received through the Young Men's Christian Association. There were many others who brought out facts about the Railroad Association, and its great work, showing a strong contrast to the still too many places where Associations are needed to better the moral and physical condition of railroad men.

The session of the conference held on Friday morning, I am going to take as an example, because it was the one I enjoyed the most, and it will better illustrate my general impression of the whole. I arrived as a hymn was being sung, and I was struck immediately by the spirit that was put into it. Everyone seemed to be singing with his whole soul. It was repeated twice, and it seemed to gain in power and meaning each time.

John J. McCook presided at all the sessions of the conference. He seemed to know each speaker whom he introduced, personally, and with great ease he made each stand out with clearness and individuality. I will not dwell on all the speakers because a man of experience can best do that. Every speech contained a certain point which struck home in our hearts, and I believe every delegate and listener in that whole room felt that the meaning applied to him, and thereupon he surely must have decided to take advantage of this mirror he was looking into and make a strong vow to do better.

Just a few words in conclusion. All through the conference, there was a spirit of simple, wholesome and gripping religion, not a hypocritical pretense of interest. Every man was there to hear and he took the keenest interest in every word that was spoken. Even though the Odeon is as large as some of New York's best churches, there was not a sound while a man was speaking. Although it was extremely hot, there was perfect quiet, and every delegate in that great auditorium listened with his whole soul

to the words those strong men spoke. It was an experience never to be forgotten.—*L. W. P. in Railroad Men.*

In Case of Fire.

One's ability to extinguish a starting fire or to escape if caught in a burning building depends upon intelligence and self control. If the blaze is just starting, throw water on the material that is burning, not at the blaze. One bucket of water will do more good if thrown on by handfuls or with a broom than if dashed on at once. A small fire may be smothered with a rug or blanket or beaten out with a broom.

If you cannot put out the fire in a minute yell "Fire!" and then, if in a city, call the fire department. Everyone living in the house should know the telephone number to be used for getting the firemen, and it should be on the wall for strangers to use. There is no time for looking in the directory, even if one should not be too nervous to find a number. Everyone should know where the nearest fire alarm box is and how to use it.

Do not leave the door open when you run out to give an alarm. If the doors and windows are closed when a fire starts one can always get the firemen there in time to put it out while it is in only one room. The fire soon consumes all the oxygen in a closed room and may die out if it gets no fresh air.

After the firemen are called work at getting out the things you want most to save. Don't throw the clock from the window and then carry out your clothing as some persons have done.

If awakened in the night by the smell or cry of fire don't dress. Wrap yourself in a blanket or quilt from the bed and get out the quickest way you can. Shut the doors you pass through. After calling for help try to ascertain the extent and the situation of the fire. You can tell if it is best to try to carry out the household goods. If the fire is on the first floor it is very dangerous to go above, because the heat and choking smoke rise.

One can often get out through a hall

filled with smoke by going on his hands and knees when he would fall choking if he ran. The smoke is thickest at the ceiling. Holding a wet towel or anything made of flannel or even a coat collar over the mouth greatly lessens the danger of injury to the lungs or death from the carbonic acid gas in the smoke.

If a person is in a burning building with no fire escapes and the stair below is burning or the hall is filled with smoke he should shut the door and transom to keep out the deadly gases. Then he should throw open the window to get cool air and to let the firemen and neighbors see where he is, so that they may bring a ladder to the window.

If unable to escape by his own efforts one should wait at the window for help until he is scorched or choking. If no one is near he should throw his bedding, tick and all, and jump on that. It is safer to jump into the top of a tree than to the ground.—*New York Tribune*.

Heat of the Sun.

We receive warmth and light from the sun, but the most of us think little about the enormous power vested in our luminary. The most satisfactory way of arriving at an idea of its tremendous energy is by measuring the amount of heat which its rays are capable of generating. And, further, by our knowledge of the relation which exists between heat and mechanical work, we are able to estimate the amount of work which the sun is capable of doing and also the quantity of energy it must be losing year by year.

By suitable arrangements we can cause a certain quantity of its radiation to be absorbed by water or other substance and note the rise of temperature which results, and as we know the mechanical equivalent of each degree of temperature in water it is only a matter of calculation to arrive at a knowledge of the sun's total energy. Like everything else connected with this wonderful body, figures give us no adequate conception of its vast energy, and various illustrations have been used by different investigators.

Thus Herschel considered it in relation to the quantity of ice which it would melt in a given time and states that the amount of heat which the earth receives when the sun is overhead would melt an inch thickness of ice in two hours and thirteen minutes.

From this it can be calculated that if the body of the sun were entirely surrounded by a sheet of ice on its surface of more than a mile in thickness the sun's heat would entirely melt this coating of ice in the same time—namely, two hours and thirteen minutes.

Another scientist uses an even more striking illustration. He says: "If we could build up a solid column of ice from the earth to the sun two miles and a quarter in diameter, spanning the inconceivable abyss of 93,000,000 miles, and if then the sun should concentrate its power upon it, it would dissolve and melt not in an hour nor in a minute, but in a single second. One swing of the pendulum and it would be water. Seven more seconds and it would be dissipated in vapor."

Of course of this enormous quantity of heat the earth receives but a small fraction. The rest, except what the other heavenly bodies receive, passes away into space and is lost forever, so far as can be ascertained.

It is by this enormous supply of energy that the whole world is kept alive and active. It keeps us warm and drives our steam engines and water wheels. It circulates our atmosphere and brings us rain and snow. It grows and nourishes our plants and animals and, in a word, is the source of almost every earthly blessing.—*Chicago Record-Herald*.

Round the World in Forty Days.

Somebody with a liking for time-table statistics has discovered that in the event of the Cunard Line using English Channel ports it would be possible to reduce by one-half the time taken by Jules Verne's traveler in circling the world. This is how the trip could be done in forty days.

Leaving New York on Saturday, say,

at noon, by either the "Lusitania" or the "Mauretania," a passenger would land at Plymouth the following Thursday and be conveyed to Waterloo station in London by the London and South-Western Railway either in the forenoon or at such an early time in the afternoon as to enable him to catch at Victoria Station the 8:35 p. m. train for Berlin, where he would arrive the next day, Friday, at 6:45 p. m.

He could leave Berlin at 7:12 p. m. the same day, arriving at Warsaw at 8:07 a. m.; leave Warsaw at 10:05 a. m. and arrive at Moscow at 1:20 p. m. the next day. At Moscow he would have ample time to take a drive around the city before boarding the Siberian express, leaving the same day at 7 p. m.

After a short stop at Irkutsk, which would enable him to take in the sights, the passenger would arrive at Vladivostok the second following Thursday at 10:15 a. m. In Vladivostok he would have time for rest and whatever sightseeing and recreation the city affords, for the regular service to Tsuruga does not leave that port till the following Saturday at 5 p. m., landing him at Tsuruga, Japan, on the Monday following at 6 a. m.

In Tsuruga he would find a train which would bring him to Yokohama the same day, in time to catch the Canadian Pacific Express steamer, which leaves Yokohama every third Monday.

The crossing of the Pacific requires but twelve days, the arrival at Vancouver taking place on the following Saturday but one.

At Vancouver the passenger would again have several hours' leeway, for the Great Northern Limited train to St. Paul does not leave that port until 4 p. m., arriving at St. Paul the third day at 2:15, and giving the passenger a few hours to spare in that city until the departure of the fast Northwest Limited train for Chicago, arriving Wednesday, early in the morning.

At 2:30 p. m. he would board the Twentieth Century Limited, the famous New York Central train, arriving in New York the following day (Thursday) at 9:30 a. m., having thus consumed a little less than forty days for the entire circuit, with

plenty of stops, and having covered 19,900 miles by rail and water.

Nor would the cost of the journey be exorbitant. Taking it for granted that the Cunard Line would charge the same minimum rate to Channel ports as it does to Liverpool, the trip to London would cost £27. The cost of the journey from London to Vladivostok, including sleeping car is about £48. To Yokohama including sleeping car, just over £5.

A first-class ticket from Yokohama to New York, including Pullman cars across America, costs a few shillings over £55.

If we add to this a sum of £20 for tips, meals on trains, hotel expenses at Vladivostok, carriage from boats to trains, and *vice versa*, it will be seen that the gross total of the trip would not exceed £155, or about \$775.—*Railroad Men.*

Wealth of the United States.

We have today 80,000,000 of people, occupying 3,000,000 square miles of territory, and they own \$120,000,000,000 of wealth. On farms valued at \$25,000,000,000 we produce annually agricultural products valued at \$8,000,000,000. It is nothing that we produce annually 2,500,000,000 bushels of corn and 11,000,000 bales of cotton, if there is no demand for the corn and cotton and if the demand is not at a fair return. But we have the market. Our 5,500,000 of people who produce \$15,000,000,000 of manufactured products annually, and receive in wages \$230,000,000, make the market. These figures apply only to finished product. We get the products to the consumer by 250,000 miles of railroad, which is three times the railroad mileage of Great Britain, France and Germany combined. When side-tracks are taken into account, we have more railroad mileage than all the rest of the world. On these railroads we have 100,000 engines carrying millions of cars and hauling 2,000,000,000 tons of freight. This practically equals all the tonnage carried by all the railroads and all the ships of all the rest of the world. This monstrous task is performed by 5,500,000 of employees who are yearly paid \$2,300,000,000, and this

vast business is conducted by \$150,000,000,000 of bank clearances. Do we prosper? Only two decades ago we were second to Great Britain in the output of iron and steel. Today our output equals all the rest of the world. We live well and have happy homes, filled with comforts and luxuries. Yet we are a saving people. We have in savings banks \$3,500,000,000, in national banks \$4,500,000,000 and in State banks \$5,000,000,000—in all \$13,000,000,000. The per capita of money in the country is larger than in any other save one, France, and amounts to \$35 for each of our 80,000,000 people. The business of the country amounts to over \$3,000,000,000 annually. How do we do such a monstrous business which is also profitable? It is because we have confidence in ourselves and the other nations of the globe have confidence in us.—*Leslie's Weekly*.

Icebergs.

The distance covered by an iceberg of the north Atlantic from the time it is formed until it reaches the banks is fully 2,500 miles. It may have been afloat for a year, exposed to wide changes of temperature, battered by ice floes, possibly other bergs and ceaselessly washed by the waves. Yet some of those seen 2,000 miles south of their starting point are nearly 300 feet in height and truly of majestic proportions, often 1,000 or more feet in length, while it is an established scientific fact that so much more of the bulk is under water than is visible that the largest bergs may extend into the ocean to a depth of over half a mile.

Their enormous size when they become detached from the glaciers is proved by the observations of explorers along the Greenland coast. A few years ago a berg was measured as nearly as possible around the edges. This distance was about five miles. It had several peaks estimated to range from 300 to 500 feet high. Judging from its appearance, it was a solid mass that had separated in its entirety from the glacial edge of Greenland.

As arctic navigators who venture far

north often see a score or more of great bergs in a day, the tremendous glacial activity in this region can be appreciated. The majority of these that drift to the Grand banks come from Melville bay. Some of the distinct glaciers that terminate the Greenland ice cap on this coast extend along it a distance of fully twenty-five miles. Their thickness or height can only be estimated, but in places near the open sea it is believed to be several hundred feet.

Recent examinations of this coast show that during the short summer the formation of bergs in the bay is almost continuous. The glacial movement keeps pressing the ice forward until a thick stratum often projects many feet beyond that beneath. After a time the great weight overcomes the tensile strength of the mass and it falls into the sea, and a berg is created.—*Day Allen Willey, in Scientific American*.

Forestry in Germany.

In Germany no man may cut down a tree without replacing it by planting two or three more. And if the timber be growing on a slope which would, if deforested, precipitate a considerable body of water into a river, thus causing floods, the trees may not be cut at all, except such a small portion of them as each year reach maturity. Most important of all, when it comes to recreating the devastated forests, the Germans do not tax growing forests for thirty years after the young trees are first planted. By that time, under proper conditions of scientific forestry, a permanent and regular annual crop may be cut and the forest may well bear its just share of the burden of taxation.—*Technical World Magazine*.

Need of Better Educational Methods.

Not more than one out of 130 children goes to colleges or universities; not more than one out of 30 goes to the high schools, while less than 25 per cent of all our children fail to pass through the primary grades. The result is an extraordinary amount of inefficiency for the work that

these young people have to perform. The present system of education is one in which the schools are so correlated and co-ordinated as to take for granted that each boy and girl is to go through college. All this may be very perfect in form, but each fails absolutely in doing that which is demanded of a good school system, namely: to prepare students for their life work. It is time to take hold of this great big question of education and establish methods of making, not working men and working women, but men and women working.—*Prof. J. C. Monaghan, Secretary, Nat. Soc. for Promotion of Industrial Education.*

Modern Music.

The snare drummer happened to get hold of a selection that called for the use of a half a dozen instruments. It took some lively work to shift from one to the other on time, and the persons who sat near him were nightly impressed. When he had finished the lively operation he would be puffing and blowing and perspiring in streams.

One evening a man just outside the orchestra rail leaned forward, and pointing to the score, remarked:

"That was good work, old man, but you missed one place."

"I did?" replied the drummer in surprise. "Why I thought that I played everything that came my way."

"No," the other resumed, "you didn't do it all, and I saw the leader glance at you. Right here, in the middle of that measure, is a place where you should have gone down cellar and shaken the furnace, and you didn't pay the least bit of attention to it."—*Providence Journal.*

Newspapers Consume Vast Forests.

A bulletin recently issued by the Census Bureau at Washington on the printing and publishing industry shows that this line of activity presents a striking exception to the prevailing tendency toward consolidation. The number of establishments in 1905 was 26,422, a number larger than was reported for any other industry. The increase reported

from 1900 to 1905 was proportionately greater than from 1890 to 1900. A notable feature was the increase in the number of pounds of paper used—more than 900,000 tons, or almost one-third of the entire output of the paper mills of the United States, being used for newspapers and periodicals in 1905. To make this paper required the services of nearly 15,000 men, who received approximately \$9,000,000 in wages. One million three hundred thousand cords of spruce, poplar and hemlock logs were used, representing the timber product of about 100,000 acres, exclusive of the raw material imported from Canada.—*Globe Democrat.*

Witches.

A woman in Butler, Pa., was charged with being a witch. The allegation being that she went into a neighbor's barn and by the use of witchcraft cast a spell over a cow which prevented it from giving milk. The court sentenced the "witch" to pay a fine of five dollars and serve ten days in jail.

This event occurred in this year of our Lord 1909, and still we say that the world is advancing and that an era of broad-minded tolerance exists! Before we become too much puffed up over our advancement we should reflect that much barbarism is still to be found in supposedly enlightened communities.—*The Optimist.*

Church and Labor Mass Meeting.

Denver Auditorium Crowded by Workingmen and Churchmen.

The Auditorium at Denver was crowded on Sunday afternoon, May 23, upon the occasion of the annual labor mass meeting under the direction of the Presbyterian Department of Church and Labor. It was undoubtedly the greatest labor meeting ever held in Denver. The audience was composed of trades-unionists and their families, with hundreds of delegates who were attending the annual convention of the National Presbyterian Church.

The Denver Trades and Labor Assembly had appointed a strong committee

with Max Morris, vice-president of the American Federation of Labor, as chairman, to visit the local bodies in order to secure their interest. Seventy-five of the locals appointed vice-presidents who were seated upon the platform. The local Musicians' Union volunteered a band of 40 pieces under Satriano, the famous bandmaster of Denver, who rendered selections which were cheered by the immense audience. Gov. John F. Shafroth presided, and the principal address was given by the Rev. Charles Stelzle, superintendent of the Department of Church and Labor. Mr. Stelzle spoke on "A Square Deal," and said in part, as follows:

"The most important thing about the labor question is to give the other fellow a square deal. The average workingman is too close to the labor question to understand it; but what is true of the average workingman is probably just as true of the average employer. Thousands of men are being deluded by the vain hope that if they can abolish the labor union they will have solved the labor question. These men forget that the labor union is not the labor question. If every labor union in existence were abolished today, the labor question would still be present.

"The trades union is a symptom. It is the effect and not the cause of the industrial evolution through which we are passing. It has been accused of numerous indiscretions and there have been occasions when some employers have been justified in relentlessly fighting unreasonable demands; but the trades union must pass through its period of hysteria, just as has been the case in practically every great reform movement, including the Church, for one need not go very far back in the history of the Church to find duplicated everything that we deplore in organized labor today, even down to the boycotting and the slugging. However else the Church and labor may disagree, we can at least sympathize with each other in the mistakes that we have both made.

"The trades union has a moral and ethical value which is rarely appreciated. It is the greatest force in the United

States for Americanizing the immigrant. It demands equal pay to men and women for equal work. It supplies a liberal education in its meeting halls and through the labor press. It opposes child labor. It struggles for better sanitary conditions. It is an influence for more temperate living. It invites membership regardless of race, creed or color, and it is fighting for universal peace. While recognizing the mistakes that the trades union has made, let's give it credit for the good that it has accomplished.

"At a recent sociological conference, somebody declared that during the past 25 years the Church had increased three-fold, but that during the same period, social unrest had also increased three-fold. The speaker concluded that the Church, as a means of keeping down social unrest, had been non-effective. As though it were the business of the Church to keep down social unrest! Rather is the opposite true. It is the business of the Church to create social unrest. There are no labor troubles in Darkest Africa, but if the missionaries that the Church is sending there are on to their jobs, you will soon hear of demands for better social conditions among the workers. They will soon come to see the possibilities for them in a Christian civilization. This has been the history of the Church in practically every generation. However dark the age, the Church has always been the whitest light in history, and when reform came to the Church, it came from within and not from without. The Church has made mistakes, and it is falling short of its duty in the world today; but just as I would insist upon a square deal for the trades union, so I would insist upon a square deal for the Church.

"The Church must preach a social message. It must not fail to demand that the American workingman should get his share of our common production. For while it is true that the American workingman is the best-paid workingman in all the world, compared to what he produces he is the poorest-paid workingman in the world.

"The Church must also make a fight for the masses of the people living in our great cities. The filthy slum, the unsanitary factory, the dark tenement, the long hours of toil, the lack of a living wage, the back-breaking labor, the inability to pay necessary doctors' bills in times of sickness, the poor and insufficient food, the lack of leisure, the swift approach of old age, the dismal future, these weigh down the hearts and the lives of the multitudes in our great cities. Many have almost forgotten how to smile; to laugh is a lost art. The look of care has come so often and for so long a period of time, that it is now forever stamped upon their faces. Their ethical souls are all but lost. No hell in the future can be worse to them than the hell in which they now are. They fear death less than they fear sleep. Some, indeed, long for the summons, daring not to take their lives. To such, what does it matter whether the doors of the Church are closed or open? What attraction has the flowery sermon or the polished oration? What meaning have the Fatherhood of God and the brotherhood of man? Where is God? they ask; and what cares man? they say.

"It is in meeting the needs of these that the Church must be aggressive. It must tell the truth about the people, as well as those who are *oppressing them*. For this is what Jesus did. It must tell the truth even though it is crucified, as its Master was. It was because Jesus went to his death for your sake and for mine, that His power is growing today as it has never grown before. Infidels may scoff at the arguments of Christian scholars, but the life of Christ has stunned them from the 1st century down to the 20th. He is today the King of the civilized world. He is the Court of last appeal. Workingmen are saying that if Jesus were on earth today, He would fight the battles of the laboring-man, and they are right. He fought them when He was upon earth.

The progress made by the working-people throughout every generation has been due very largely to the influence of Jesus in all ages. He has

been their Champion and their Friend.

"Is it not a cowardly thing to ask Him to fight the battle alone? Dare you, as workingmen, take your place beside Him, telling Him that you will follow whither He leads? It is only fair that you should do so. What I have asked for workingmen and for the Church, I now ask for Jesus—a square deal."

Organized vs. Unorganized Methods.

The dangerous tendency of the unorganized acting as a mob, without leadership or responsibility, found forcible expression quite recently. The employees of a large concern sought to have some grievances redressed. Instead of meeting as a union would have done and discussing their grievances and appointing a committee to wait on the employer and presenting the case in an orderly and intelligent manner and discussing its merits with him, employees met on the street and, urged by that emotional impulse that sways the mob, proceeded to their place of employment, gathering recruits from the idle, the vicious and the curious as they went, with the usual result—destruction of property, arrests and imprisonment, without any good results to anyone.

There is a powerful argument in such cases in favor of the trades union. Wage earners must realize that we are impotent in an unorganized state. Even if the employer at times yields to an unorganized mob's demand, when the force of their frenzied action dies out the old conditions are usually replaced. To gain anything permanently we must obtain it through a well disciplined trade organization, and if we desire to hold what we have thus gained we must not only keep up our union, but try to strengthen it both by an increase in membership and the accumulation of a good substantial defense fund. Organized labor expresses its demand through the voice of an intelligent selected committee, but the unorganized usually present their case in the same manner and with the same disastrous results that follow a mad bull in a china shop.—*Cigar Makers' Journal*.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

In the Vale of Avoca.

Lines written under the same tree, in the Vale of Avoca, County Wicklow, Ireland, under which Tom Moore sat when he wrote "The Meeting of The Waters."

I am sitting here singing, though far from my home,

In the place where Tom Moore sat, 'neath heaven's blue dome,

In the vale of Avoca, where sparkling and clear
Are the rivers he sang of melodiously here.

There's a skylark above me in ravishing tune,
And the verdure is perfumed with nectar of June,
And the primrose and daisy besprinkle the lea,
And a blackbird sings sweetly above in the tree.

Here the air which we breathe is a balm for the breast,

And the hum of the bees woos one gently to rest,
And the mountains are clad in an emerald hue,
And the skies far above them of brightest of blue.

Oh, I wish a few friends were now here on this sod,
And we'd lift up our voices in concert to God,
In the vale of Avoca, so peaceful and grand,
'Mid a scene unsurpassed in this beautiful land.

SHANDY MAGUIRE.

[In a letter accompanying the above beautiful thought, our Brother Shandy says he intends to book for the return trip on the "Ivernia," Liverpool to Boston, on July 13, and we hope for the first installment of a series of letters on his trip for the September JOURNAL.

—EDITOR.]

In Union There is Strength.

CHICAGO, ILL., June 21, 1909.

EDITOR JOURNAL: In union there is strength, and concentrated active union is what the B. of L. E. needs. A body of men can congregate for a purpose,

but if these men are not active their strength is as useless as a member of our Order who pays his dues and lets the burden of the work fall on a few willing Brothers while he stays away from his duty.

In our Order of 65,000 members, how many are indifferent and neglect their duty, expecting five to eight Brothers of each Division to do the duties for all? Where that condition exists not much more will be accomplished, but if all the Brothers become really active, what a difference! When they enter their different Divisions they drop all petty jealousies and talk for any proposition that is good for the Order or of benefit to the men as individuals, even if brought up by a Brother they do not like personally.

When appointed to serve on a committee they accept instead of saying, "Brother Chief, I wish to be excused."

When they know a Brother who is lax in attendance and not living up to his obligations, they will call his attention to his negligence in a brotherly way; and appoint themselves a committee of one to influence engineers not in the Order to join and work with the members of the B. of L. E., the best labor organization in the world, to make it still better, and show that concerted, active union is more than simply, "In union there is strength." It means that strength may be used to foster the interests of those who join to create it.

Fraternally yours,
O. R. MARSH, Div. 231.

Pension the Disabled.

ONEONTA, N. Y., April 9, 1909.

EDITOR JOURNAL: Having read the article on pensions from the pen of a member of Division 602, I wish to say that the Brother is surely on the right track but think he is wanting to do too much. There are a whole lot of Brothers 65 years of age and \$65 a month is a whole lot of money. But why pension a Brother at 65 if he is hale and hearty? Better start in with the needy at \$30 a month and \$40 as the highest—something it would be possible to carry out—and no

end of good would be done. One thing is sure, the Brotherhood is able and should do something for the aged and needy Brothers. A Brother loses a foot, gets his insurance, and goes on earning engineer's pay. Another loses an eye, gets the insurance, and is ready for any vocation in life. Still another suffers a stroke of paralysis or is totally disabled for life, but must still live on and try to feed his loved ones until the Almighty sends a caller for him. He has been a true Brother and done all he could for the Order, but the Brotherhood has nothing for such. If the Brotherhood cannot pension such Brothers it could and should give them their insurance. If not all at one time, then in monthly installments, so that they may at least live without begging.

The writer of this is 69 years old, a veteran of the Civil War, and ran an engine from 1867 to December 31, 1904, when he suffered a stroke of paralysis at the throttle, since which time he has been a total wreck, unable to do any work or to take needed exercise. Since then my noble wife and myself have managed to live upon a pension of \$18 a month kindly allowed me by the D. & H. company, for whom I worked, and one of \$12 a month from the Government. Would long since have been obliged to drop my insurance had not the Grand Division kindly taken the burden off my shoulders.

Now, Brothers, this is but one case out of many. My wife has been with me 47 years, and during the dark days of the Brotherhood, the B. & M., the P. & R., and C., B. & Q., never murmured nor allowed the extended hand of a Brother or his family to go away empty; but now, although the wolf has not yet reached our door, we can see him snarling and growling at the gate, and it only needs a little sickness and doctor bills to open the gate and let him in; and we both feel that the Brotherhood might and should do something for those who are in need through no fault of theirs.

Had not the D. & H. R. R. Co. pensioned me the Soldiers' Home or the grave would have claimed me ere this.

Now, Brothers, at the coming conven-

tion do something for the needy, worthy Brothers who stood by the Brotherhood while they could stand and are praying for it now that they are down.

Fraternally yours,

O. N. BATES, Div. 58.

The Engineer.

Dark is the night, the myriad stars alone
Give twinkling rays of light, as on and on
The monstrous iron steed plows long the rail:
While, seated in the cab—his worldly throne—
The engineer, all thought of danger frown,
Drives swiftly on; his courage never fails.

O'er hills, thro' dales; down mountain steep.
The precious freight of human lives, asleep.
Intrusted to his care, no danger feels;
They scarcely stop to think of him ahead,
Who's ever on the watch; they feel no dread,
While on they speed, tho' engine rocks and reels.

The lives of those intrusted to his care
Are ever in his mind, no matter where;
In danger, safety, sunshine, rain or cold;
Daylight or darkness, sleet, hail or snow.
As on and on his iron steed doth go;
His ev'ry thought of them the train doth hold.

The night is past; bright is the new-born day;
The passengers awake, far journeyed on their way;
The engineer, careworn and weary too,
Inspects his steed with eagle eye and care,
Looks for defects, if any, here and there,
Then to his "Home, Sweet Home," and her so true.

"The dearest, sweetest, spot on earth" to man
Is reached at last, while in the doorway stand
His dear, good wife, and children, happy too,
They realizing that the God above
Has watched o'er him and guided ev'ry move,
And kept him safe from harm his journey thro'.

F. E. WOOD, Div. 755.

Wedding Party.

LITTLE ROCK, ARK., June 30, 1909.

Wedding party at the marriage of Camille, daughter of Brother and Sister Heriot, to Mr. E. B. Evans, April 8, at Little Rock, Ark.

Reading from right to left: Bro. Robert Heriot, Bro. Frank Erwin, member of B. of L. F. & E., groomsmen; Mr. E. B. Evans, groom; Miss Camille Heriot, bride; Louise Evans, ring bearer; Mr. Henry Thomas, best man; Miss Beulah Baird, maid of honor; Mrs. Robert Heriot.

Second row: Misses Ruby Pritchard, Esther Abrams, Lillian Carlston, Cassie

Whitthorne, Ruby Ridley, Glenny Gill, Pearl Pritchard, Lena Jacquemine, bridesmaids and chorus girls.

Brother Heriot, whose picture appears herewith, joined Div. 139, at Hearne Tex., in 1872, this being the only Division in the State at the time, and was later removed to Houston; and it was to this Division and the Houston & Texas Central Railway that Bro. P. M. Arthur

bus, O., was chairman, and the present Editor of the JOURNAL, Brother Salmons, was secretary.

Sister Heriot, whose picture appears on the left, front row, is a charter member of the G. I. A. to the B. of L. E., having assisted in the organization of the Grand Division at the Palmer House, in Chicago, in 1887, and has organized two Divisions in Arkansas.



WEDDING PARTY AT THE MARRIAGE OF THE DAUGHTER OF BROTHER AND SISTER HERIOT.

made his first visit in the capacity of an arbitrator after being elected Grand Chief at a special convention that met in Cleveland, O., in the same year.

Brother Heriot has had the honor of representing Div. 182 in four conventions, besides being a member of a special committee of three appointed by Bro. P. M. Arthur in 1892 at Atlanta, Ga., to represent the B. of L. E. before the Firemen's convention that met that year at Cincinnati, O., for the purpose of adopting an agreement relative to the hiring of engineers and the promotion of firemen. Bro. Sam Hutchins, of Colum-

Good Showing for the B. of L. E.

DENVER, COLO., June 26, 1909.

EDITOR JOURNAL: Some time ago I received a letter from you which I have been a long time answering, but thought I would let you know what we are doing in the way of building up the B. of L. E. in the West, and it took some time to get matters together.

We have eight Divisions on the Denver & Rio Grande systems. They are flourishing at the present time. The young men are coming in just as fast as they are eligible, and we have about 12 members in official positions on the system.

Bro. William Cook is general road foreman of engines of the system and has jurisdiction over all traveling engineers, besides his other duties. Brother Cook is one of our old engineers, commencing here in 1879, has been continuously in the service of the company, and is beloved by all of the men on the system. He was a charter member of Div. 451, Denver, Colo.

Bro. F. M. Schirk is traveling engineer on the first division out of Denver. He was promoted here and has run an engine on this road for 15 years, and is one of our best members in Div. 451.

On the second division Bro. Harry Donovan is traveling engineer, with headquarters at Alamosa, Colo. Brother Donovan was hired here and has run on several roads before coming to us. He is an old and honored member of the B. of L. E., and is now a member of Div. 29, Pueblo, Colo.

On the third division at Salida, Bro. Frank Martenis is traveling engineer. Brother Martenis has been employed as engineer and traveling engineer out of Salida for the past 20 years, and is a member of Div. 199.

Bro. James Lasswell also is traveling engineer, and has been in the employ of the D. & R. G. R. R. as engineer for more than 20 years, and has held the position of master mechanic and traveling engineer for the past four years, commencing with the company in 1879 as wiper, and he is a member in good standing in Div. 199, Salida, Colo.

At Grand Junction Bro. Mat Flynn is traveling engineer. Brother Flynn was promoted on this road in 1887 and was promoted to traveling engineer three years ago, and holds that position at the present time. Brother Flynn is a member of Div. 488, Grand Junction, Colo., and was chairman of the general committee of adjustment previous to his promotion.

Bro. W. A. Randow of Div. 451 has held the position of air brake instructor, traveling engineer and master mechanic for the past six years. Brother Randow was promoted on this road and has been in the service of this company for the past 20 years, and is an active member of Div. 451.

Bro. James F. Slattery of Div. 451 is air brake instructor of the whole system. Brother Slattery has been in the service of the D. & R. G. for more than 20 years, and is one of our best members, always ready to do his part of the up-building and maintaining the Division. Brother Slattery was promoted from engineer to air brake instructor three years ago.

On the west end of D. & R. G., Salt Lake, I do not know the Brothers personally, but they are all members of the B. of L. E. on the Salt Lake Division with several members in official places. Bro.



BRO. W. O. COOK, G. R. F. OF ENGINES, D. & R. G. R. R.
—Courtesy Bro. Hollingsworth.

Edward Haskell master mechanic at Salida, was promoted here and promoted to his present position about 10 years ago, which is good evidence that he has performed his duties well and to the satisfaction of his employers.

The above record we feel is a high compliment to the B. of L. E. It is an evidence that its members possess talent, and that it is recognized and selected for official place. The B. of L. E., as an organization, is in fine condition here in our section and is doing a great good for its membership. Fraternally yours,

W. F. HOLLINGSWORTH, Div. 451.

Subdivision 713.

SALT LAKE CITY, UTAH, June 20, 1909.

EDITOR JOURNAL: We three, members of Div. 713, residing in the historic Salt Lake City, posed for our pictures as keepsakes and afterwards concluded to send them to the JOURNAL with a word about our Division, which is in excellent condition considering the past financial conditions, scarcity of work and consequent reduction of salary we have felt so keenly, and are still feeling, as we are



BRO. J. A. IRVINE.
BRO. FRED SMITH. BRO. C. CROWLEY, 713.

not making as much time as we would like.

We have a splendid set of officers in our Division, and if they have any short-coming it is in not prodding those of us who are not quite as prompt as they should be in paying dues and assessments, and some of us are inclined to wait for the prod, though we believe it is thoughtless neglect rather than intentional.

Our motive power officials are very nice since the business depression and have met us half way in an effort to help those short of work and out of work, so we think we are fortunate in being so well situated these hard times. C. C.

Autobiography of Bro. Delos Westcott.

Brother Westcott was born in Deerfield, Oneida county, N. Y., in 1840, and in a letter to Bro. M. P. Powers of Div. 14 tells of his life and railroad experience when a boy:

I worked on a truck farm and peddled vegetables in the city of Utica until I was 16 years old; then worked in and about the McAvoy Hotel, which stood at the north end of the Mohawk river bridge, opposite the New York Central depot in Utica. It was kept by Peter Glaesgens, who will be remembered by many old N. Y. C. railroad men.

I worked there three years, and as many railroad men boarded there, I became acquainted with them, and listening to their yarns, became possessed with a longing to be one of them. My particular chum who at that time, 1859, lived in the village of New Hartford, now a suburb of the city of Utica, also became stricken with the railroad fever and we agreed to make a start in that line.

William Evarts was at that time foreman of track between Little Falls and Syracuse, and we made application for employment. He said we were not old enough nor heavy enough, but he would let us try on a construction train.

The next day was a memorable one to me. I was on hand with a five-quart pail full of luncheon, ready to start in on my railroad career. Henry Morrison was engineer of the train. He took a liking to me and was always my good friend. The third day of my experience as a work-train laborer the train backed over a man and cut him in two. The incident so affected my chum and myself that we decided to give up railroading. So we did not show up the next morning, but the second day after we reconsidered the question and tried it again. Soon after my chum was transferred to a wood train as brakeman. He soon after lost a hand and so was forced to give up railroading. I missed his companionship very much, but remained on the construction until the fall of 1859, when fully realizing that this was not the kind of railroad life I had heard the men at Pete

Glaesgens' talk about, I quit and struck a bee line for the engine-house. My friend Morrison brought me to the notice of Mr. Priest who was in charge of the roundhouse at Utica. He was the son of the superintendent, Major Z. C. Priest, and himself an engineer. He directed me to procure a bundle of waste from the store room and report to the boss wiper. The waste was all in bobbins and as I started away they began to string out on the floor. Priest shouted to me to pick up those bobbins. I endeavored to do so, but regaining one, several others would escape. This afforded considerable amusement to several engineers standing by. When I reported to the boss wiper a shout went up from his gang to put me in the pit, and into the pit I went to wipe the dirtiest parts of the engine. So, as an engineman, it is plainly evident that I began at the bottom.

I had not been at my new work more than two hours when the dispatcher called me out of the pit and asked me if I thought I could fire an engine to Syracuse on the 11 o'clock freight. I was prompt to reply, "Yes, sir. Give me a show and I will show you." The engine was a Hinkley inside connected and standing high in her frame, and was called the "Shanghai," 15 by 22-inch cylinder, and 5-foot driver. It was amusing to see the expression on the countenances of my wiper friends who so short a time before had demanded that I be put in the pit. There was nothing in those days to prevent advancement if you had friends with influence. Wood was the fuel in those days, and the use of gloves in firing was unknown. Sometimes my engine would die on the road for lack of steam owing to poor wood, and as there were very few equipped with blowers, it was fill up the box and sit on the ties until she made up, as the pungent smoke prohibited remaining in the cab.

Firemen in those days were often used to assist in the roundhouse. Setting back was unknown. If a man made good he held his job the year round.

About the first of April, 1864, five

firemen were choring about the roundhouse. They were George Moore, John McGougan, Wesley Burrows, George Williamson and myself. A hurry-up call came for an engineer for engine 63 to Syracuse. The five of us were called into the office and asked who was the oldest in service. That was the first time in my recollection when the question of seniority was raised. Well, of course we were all "the oldest," and so it was left to the superintendent to say who should be the man. I drew the lucky ticket, and so I was then "set up" and ran an engine on the old short di-



BRO. DELOS WETTSOTT, DIV. 14.

vision, Utica to Syracuse, until 1876, when that division was consolidated with the Albany and Utica division, and since have run between Albany and Syracuse.

I was in freight service 14 years, and passenger service 31 years. During my time in passenger work never had a wreck nor was any person ever injured on a train which I drew.

During my first years as engineer there was one big engine on the division, No. 66, with cylinders 17 by 22. The rest were 15 or 16 by 22. At one time during the winter of '61 and '62 there were only

two engines on the old short division that were in first-class condition. Extremely cold weather disabled many of the engines through broken side rods and wheels. Some were run without side rods in order to keep passenger trains moving. At that time there were five passenger trains each way. Engineers had to make up their own trains, there being no switch engines, with the exception of one little affair in Utica which was used to place cars at the freight house doors. Our honorable Jerry Harris, Jr., who runs the engine of the Empire State Express at the present time, was the fireman on that switch engine. He wore knee trousers then. His father was general yardmaster at Utica, and an all-round good man, well liked by the men and highly valued by the officials.

Freight engines drew about 25 cars, with from 10 to 15 tons in a car. Engine-men in all service received \$2 per day, and firemen \$1. No Sunday work. Passenger engines in 1861 were five in number and their numbers and engineers were as follows: No. 4, Monroe Wooliver; No. 25, Isaac Vroman; No. 33, James Green; No. 39, "Der" Priest; No. 194, Abram Shoemaker. The freight engineers were Charles Scouten, Thomas Harrit, Anson Fisher, Michael J. Carroll, Benjamin Stoutenger, Henry Haywood, John D. Mosier, Charles Baird and Hulbert Harvey. Nearly all of these two lists have passed over the border, and there remains only one today working for the N. Y. C., namely, M. J. Carroll of Utica, N. Y. The engines went to Schenectady when a general overhauling was necessary or any heavy work. The crew went with the engine and remained until she came out again. In those days it was emphatically "my engine." There was a small shop where the waiting room of the Utica depot now stands. Some light repairs were made here. G. B. Van Vorst was master mechanic at Schenectady and Dyer Williams at Syracuse; none at Utica.

I became a member of Div. 14, B. of L. E., then, as now, located at Utica, in 1864, and still hold my membership there.

This Division was organized in 1863

and I recall very vividly the incidents connected with its founding. We firemen noticed a few of the engineers were in the habit of gathering by themselves and having quiet seances. For some time it was quite mysterious to us, but after a while it leaked out that they were trying to organize some way. Major Priest was very much opposed to any such thing, and it was rumored that he was going to discharge everyone connected with the movement, and then there would be a whole lot of firemen promoted. These hopes on the part of the firemen were soon dispelled, as the Major, through a little enlightening process, was won over and Div. 14 was organized.

The engineers who organized this Division were Abram Shoemaker, who remained a member to the day of his death, serving several terms as Chief, Derwin Priest, Isaac Vroman, Thomas Harrit, Anson Fisher, Hulbert Harvey, J. D. Mosier, M. J. Carroll and Henry Haywood. The most of the engineers were a little slow in joining, but eventually all became members of the noble Order which has done so much for us.

Desiring last spring to take it easy the remainder of my railroad days, after consultation with our worthy superintendent, Mr. F. A. Harrington, I voluntarily gave up my road run and was assigned to a helper engine.

I pass all the required tests for hearing, vision and color sense, am hale and hearty and always try to keep on the "sunny side." Have run many of the most important Central fliers, the last one being the Chicago Limited. Hope to live to see the day when all locomotive engineers will be members of the B. of L. E., the one Order that has done so much for the engineer in the past and is doing so much for him in the present, and should be heartily supported by every man who runs an engine and gets the benefits created for him through years of earnest effort on the part of members of the Order.

Brother Salmons, presuming the above letter would be of interest to the readers of the JOURNAL, I forward it with picture of Brother Westcott. M. P. POWERS.

Pensions for Trainmen.

EDITOR JOURNAL: The policy of granting pensions not only by governments, but large corporations, and even labor organizations, is becoming quite popular. The conferring by the English government of a pension to all men in the United Kingdom 60 years of age or more who have led a reasonably moral life was one reason for the crisis in revenue matters in the above country and that led to the proposal of Lloyd George, chancellor of the exchequer, to tax mineral and unimproved land and in addition take 20 per cent of the increase in all land values by the government.

In Germany, the pension system is more complicated. It consists of something of a partnership arrangement between the government, the employer and the workmen, each contributing to a fund out of which pensions are paid.

While for centuries the principle of rewarding their fighting men—soldiers and sailors—and also members of the judiciary, has been recognized by all nations of the world, it seems now to be the coming idea that when the worker has spent the best years of his life in helping to build up and increase the wealth of his country that, should he need it, he should receive in his old age some slight consideration from his government, especially as in many of the occupations that have been developed by modern civilization the risk of life and limb is greater than that of war.

Five or six of the large railway systems of the country have a pension system for the benefit of their trainmen, to which both the men and companies contribute. Many of the labor organizations are beginning to make provisions in the above direction. The Brotherhood of Locomotive Engineers have a pension system which at present is rather crude, but it is expected that at their coming convention at Detroit next May they will proceed to perfect it.

If I am not mistaken, the printers have a pension system also. While the United States government does not pension mail

clerks on trains, yet if a mail clerk gets injured and is unfit for duty as long as a year he receives his salary for that length of time, and should he get killed, his heirs receive a lump sum, so that this embodies the pension principle somewhat.

The International Encyclopedia gives the Federal loss during the Civil War in killed at 110,070; died from sickness and wounds, 249,458; total, 359,528. Confederate loss, 95,000, or a total of 454,528 during the four years of war.

The reports of the Interstate Commerce Commission for the twenty years ending June, 1907, give the number of accidental deaths among train employees at 53,046; injured, 812,121; total 865,227. Killed each year, 2,652; wounded, 40,606. So that the casualties for twenty years among about one-half million of train employees was twice as great as those of three millions and a half of fighting men in four years.

These figures will give some faint idea of the sacrifice of human life in maintaining the inland commerce of a great republic.

Now if the Federal government under the interstate commerce clause of the Constitution can regulate freight rates, dictate the use of safety appliances and regulate the hours of service of railroad employees engaged in interstate traffic, then the government might go a step farther and enter into some arrangement whereby train employees after thirty or forty years' continuous service could receive a pension in their declining years. I believe the railroads would meet the government more than half way on such a proposition; even if the idea is visionary and not feasible, it is entitled to at least some consideration.

ROBERT HERIOT, Div. 182.

Underpaid.

YOUNGWOOD, Pa., June 22 1909.

EDITOR JOURNAL: Please allow me space for a few thoughts in the JOURNAL, the great instructor of ours, I think the best of all, as it keeps us posted in train rules, air brakes, and answers any

question a member may desire to ask; and I wish to ask why locomotive engineers cannot get as much wages as other mechanics. Some say we do, and some say we get more, but I cannot see it that way. If we compare our trade with the rest of the skilled labor throughout the country and compare our responsibilities with theirs we fall far short of being paid the wages we should receive. Now, 46 cents per hour is the highest wages we get here on our Division, and it drops down to 38 cents, and I think in some cases a little lower; and for these wages we have to face all kinds of dangers, plow through the fog, snow and rain, and work in all kinds of weather, and if we get by a signal we are called in to tell why, and in a few days we receive notice that we are suspended thirty days for running by a certain signal on a certain date. Sometimes we get a little of the time taken off by appealing the case to be thrashed over by the trainmasters and superintendent and road foreman, but it is seldom that any time is taken off after we are notified of our suspension.

Then, to run a locomotive we must pass several examinations and must satisfy the road foreman on twelve to fifteen hundred questions on machinery, and satisfy the trainmaster on train rules and train orders, the air brake experts on the air brake, and then the signal experts come along and you satisfy them; and about every five years or oftener if some official thinks it is necessary we have to go through an examination on hearing and eyesight.

Brothers, I would like some one to show me what danger and responsibility other skilled labor has compared with the man that has to watch the rail ahead. We go running along at from 40 to 60 miles per hour and often at a higher rate of speed regardless of the condition of the weather, and, when we consider the danger connected with this, do we get paid enough for our services? I say "No."

Now, Brothers, I think we should try and hit on some plan that will enable us to get more money for our services and shorter hours. I do not think we should

be required to work eleven or twelve hours for a day, and I think that every B. of L. E. man should look into this and notice the money some mechanics are making and the amount of hours they work to get it; and if the situation looks to you anything like it does to me you will think that some person needs to get a sharp stick after us and cause us to get a move on and get in line with other classes of labor.

MEMBER DIV. 454.

Fire-proof Building for Railroad Men's Home.

CLINTON, I.A., July 13, 1909.

EDITOR JOURNAL: The trustees of the home for aged and disabled railway employees, Highland Park, Ill., have in a circular letter made an appeal to all Divisions and Lodges of the railway organizations and their Ladies' Auxiliaries for financial contributions for the construction of a new fire-proof building to take the place of the old wooden structures heretofore in use. This communication is expected to reach many that will be unable to attend meetings of their Divisions and acquaint them of our needs.

The question of a new building was forced on the management by the overcrowding and unsanitary condition of the present quarters, and the only solution was to either build a new or close up the old and throw not only the inmates now there but those who are looking forward for rest and shelter with us out on the charities of a cold world.

The former course was chosen and with a building fund of \$15,000, which has been increased \$30,000 by a donation of \$15,000 from the Grand Lodge of the B. of R. T., we have let the contracts for a new modern fire-proof building and the work of construction is now under way and is to be completed by Nov. 1, 1909.

We will need at least \$50,000 to complete the building and we need it quick, as the contract price must be paid monthly.

Bro. W. S. Stone, G. C. E., is vice-president and is taking an active interest in the management: his honesty, integrity

and fearlessness are sufficient guarantee that every dollar contributed will be legitimately applied. In his letter to the writer granting permission and approval to send out above mentioned appeal, he says: "I have read carefully. all you desire to say in the circular letter, and you have my permission to submit same to the Subdivisions of the B. of L. E., and I am in hopes we will be able to raise funds enough to get these old and disabled members of our railroad organization into a new fire-proof home before the winter is upon us."

Sister W. A. Murdock, Pres. G. I. A., is second vice-president and is also taking a lively interest in the management and is a strong advocate of the new building, and her watchfulness over financial affairs should give encouragement to the Sisters that their contributions shall be truly accounted for. In this connection I will state that the surety bond of the secretary and treasurer, Mr. John O'Keefe, has been increased in keeping with the additional funds to be handled.

It is now up to the members of the organizations to furnish funds to complete our plans or else see the sacrifice of what is already invested, including real estate valued at \$17,500. Can you do it? We see that Brother James Costello, Lodge 270, O. R. C., has donated to the Home one dollar *every month* since February, 1904.

Brother A. L. Lunt, Lodge 456, B. of R. T., has given one dollar *every month* since August, 1906. (Brother Lunt resides at Highland Park and personally sees the needs of the Home.) Brothers F. S. Barnes and Eugene Wright of the same Order and Brothers Joe McQuaid and A. I. Kaufman of the B. of L. E. and F. have also contributed one dollar monthly for some time; surely if these Brothers can give one dollar monthly cannot we, as engineers, make at least one monthly donation of one dollar? Will you do it?

All contributions should be made payable and sent to the secretary and treasurer, Mr. John O'Keefe, at Highland Park, Ill., and should be designated "For Home Building Purpose."

Hoping that the generous impulses of the members of the B. of L. E. and the Auxiliary will start a flow of money to the building fund that will assist in erecting this modern comfortable Home, where the aged and otherwise helpless railway men may be properly cared for, and which will be a monument to the benevolence of the large-hearted railway fraternities, I am

LOUIS J. ZIEGENFUS, Div. 125,
Sec. Board of Trustees.

Railroad Employees' Home.

HIGHLAND PARK, ILL., July 1, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of June, 1909:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.	Div.	Amt.
80.....	\$ 15 00	357.....	\$ 12 00
115.....	3 00	400.....	2 00
131.....	12 00	401.....	5 00
162.....	12 00	440.....	13 00
252.....	25 00	522.....	2 50
297.....	15 00	620.....	10 00
314.....	1 50		
Total			\$125 00

FROM G. I. A. DIVISIONS.

Div.	Amt.	Div.	Amt.
42.....	\$ 5 00	306.....	\$ 5 00
43.....	5 00	322.....	4 00
80.....	5 00	365.....	10 00
93.....	7 30	411.....	5 00
153.....	5 00	413.....	2 50
Total			\$ 53 80

SUMMARY.

B. of L. E. Divisions.....	\$125 00
B. of L. F. & E. Lodges	5 00
O. R. C. Divisions	78 00
B. of R. T. Lodges.....	115 60
G. I. A. Divisions	53 80
L. S. to F. Lodges	28 00
L. of A. C. Divisions.....	10 00
L. of A. T. Lodges.....	18 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
J. F. McQuaid, Div. 39, B. of L. F. & E.....	1 00
From members of Div. 515, O. R. C.....	3 50
From members Div. 687, B. of R. T.....	9 05
J. E. Riley, Div. 773, B. of R. T.....	25
James Lannon, Div. 110, B. of R. T.....	1 00
From members Div. 495 O. R. C.....	21 00
Total.....	\$ 470 20

MISCELLANEOUS.

One box books from Mrs. Louis Thomas, Bellevue, Ohio.

Respectfully submitted,

JOHN O'KEEFE, Sec. & Treas.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 1560 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 941 Morse avenue, North Side, Chicago, Ill.

Homing Birds.

BY MARY BOWLES JARVIS.

Out and away through the morning skies,
Where the rosy glamour of dawning lies,
As our silvery pinions cleave the blue,
Through the sun's dominions our course is true,
For we circle and soar the wide heavens through—
And many a beautiful thing we know
Of the sunlit skies and the world below,
And many a secret we might show:
But though much we see, and though far we roam,

We always come back to our own dear home.

Right glad are we as we mount and soar
Where only the lark hath passed before;
Where no annoyance, or fear, or toil,
Our eager joyance can fret and spoil,
Or dust of the earth our plumage soil;
But dearer far to the heart of a dove
Than sapphire breadths of the realms above
Is the lowly shelter where love wins love,
Where wings too weary again to roam
All rest and happiness find at home.

Ah, homing birdies, we too could tell
The old sweet lesson you preach so well!
Be it only a dovecote, three feet square,
Or a palace beautiful, wide and fair.
The spell is the same spell every where;
Where perfect trust as the warden stands,
And kindness welcomes with outstretched hands,
And love makes silken her bond, and bands,
In moss-roofed cottage or royal dome.
The heart rejoices in home, sweet home!

The Mystic Spring.

You have heard the legend of the old man who walked up the mountain side in quest of the place where he heard there was a mystic spring. By imbibing of the sparkling waters of this spring he could be restored to youth again. The old man climbed feebly up the mountain side, stopping often to regain his wasting strength—decrepit, feeble and sad.

Finally he beholds the mystic spring, but over it hovers an angel. There is the silver cup. He seizes it eagerly and is about to dip up of the sparkling water and drink thereof that he may be made a youth again, when the angel speaks: "Have you considered that if you imbibe of this liquid you will be a youth and shall have forgotten all that has passed before?"

"What!" says the old man. "Will I have forgotten the good old mother who taught me to do what is right, and will I have lost all recollection of the good father who admonished me and told me to be a manly man, and that good wife who was the dearest person on earth?" (and the dearest person on earth to us is our little wife) "and those little children who clambered around my knees; shall I have forgotten them?"

And the angel answered, "Yes, all, as if they had never existed, but you will be a youth again, and have a new life before you."

The old man hesitated, then threw down the cup, and said "No! No!" and clambered down the mountain side more feeble than when he ascended. Finally as he reached the foot of the mountain he fell by the wayside and his spirit took its flight. There was a smile on his face as if he saw in the Great Beyond those he loved best. — *The Bee Hive*.

A Mother's Love.

No matter how time may change, and we, by force of circumstances, are compelled to change with them, there is one sentiment that stands firm and true through all the ages, a bright point of light amid the shifting blackness of earth's sweet trials—a mother's love.

It matters not that babyhood has long since been left behind, says a writer in the *Detroit Free Press*, it means no diminution in the protecting tenderness in that mother heart that we have passed the age where physical health is needed to guide our tottering infant feet, dry our childish tears and sympathize with our little sorrows, we do not change to her.

Life's greater and fuller troubles, that roll like overwhelming billows upon the struggling man or woman, are still to the dear, faithful heart the worries of her baby boy or girl.

The mother never realizes that the years have changed her little one into a strong, helpful adult. She knows they need her, and she it is of all the world that can comfort as no other comforter, and counsel as no other adviser. She reads the heart, the world judges the actions. She feels where others may condemn. She, in a word, is "mother," and what more can be said?

The day will come when those tired hands are folded, never more to toil for the child of her heart, when those loving eyes are closed, never more to open in glad surprise at the coming of one most dear, and the world will go on, but never quite the same to the one who has laid away in the grave that dear one who understood the trials, who smoothed the aching brow, who looked not upon the little mistakes with the cold, cruel searchlight of worldly wisdom, and condemned, unknowing and unthinking, those actions that she could interpret in a far different manner. Does not the memory of that love stimulate to better deeds and nobler ambitions? Does not the heart cry out in the lonely watches of the night for just one more look at the face long since passed from our sight? And are there not times when even in the midst of the

hurry and heat of the day we sigh for those other times, perhaps before the world smiled favorably upon us, when little economies and grinding toils seemed so hard to bear, but which now appear but the airy trifles of the imagination? For then, indeed, we were blessed, though we realized it not—we had our mother.

The tender, blinding love of mother and child is the one that lives. Selfish and sordid considerations have no place in such an affection, and though lovers prove fickle, husbands change and friends are false, one can always look to mother for an abiding love, whether in her living, breathing care and affection, or in the sacred memory of her devotion in those days before she passed away forever.

L. E. C.

Strawberry Festival G. I. A. Div. 51.

It was my extreme pleasure to be present at the strawberry festival of the above Auxiliary. As a rule I have been unable to attend many such gatherings, and I now realize how much I have missed. It may have been because I have not interested myself as much as I should have done heretofore. I wonder if it can be possible that there are others who have been so neglectful as to this very important duty. I have come to the conclusion you have only to attend these gatherings to realize what pleasure one has missed heretofore. As I sat there with my family gathered around me, and the children of the Brothers romping back and forth around the room, which was a spacious one, it seemed like a family reunion. When we consider what it means to see such ardent enthusiasm by the wives of the Brothers, some of them not so young as they were a few years ago, taking such interest in the good work they are doing, it should make some of us Brothers sit up, look and listen, and give them more encouragement by our presence at their entertainments. We all enjoyed very much the program of the evening. Brother Muldoon and daughter's selections were as always, hard to beat. Brother Lanton's daughter gave us quite an amus-

ing time with her talent as an elocutionist, along with other children of the Brothers. I enjoyed very much the official drill, which was well rendered.

The large railroad companies of today have come to realize, due to heavy trains, fast time and extended runs the L or eight-wheel engine is a thing of the past, and they would have to build larger engines to keep up with the present demands. To do this they have built the E 2 class, but owing to weight and length they had to add another wheel to the machinery.

So it is with the Brotherhood; Almighty God the father of us all installed in the mind of that great and noble woman, Sister W. A. Murdock, that in order to compete with a great many unforeseen things it was necessary to add another wheel to the machinery of the Brotherhood of Locomotive Engineers to bear the weight of the existing times and unforeseen future, so it's up to us to help to keep this wheel in good working order. Do not let the surface rust by coming to a standstill. Do not let the journals cut by drifting sands of comment or the tires wear sharp by binding too hard on the far side, but keep the journals well lubricated by attention to duty. I was much amused by a little incident. One of the Brothers being asked to announce the coming of the good things for the inner man, did so in a very indifferent way. One of the Brothers in the back of the room in a stage whisper exclaimed, "Stand up!" I thought the remark was very appropriate. When we are asked to assist the sister Division let us all stand up in a manly position and show by our actions we mean what we say, for they say that "actions sometimes speak louder than words."

Yours, A MEMBER, Div. 51.

Words of Gratitude.

I beg for space in the JOURNAL for the purpose of expressing my gratitude to the Sisters and Brothers of Selma, Ala. God bless them, I cannot tell you what I owe them.

When I say that I weighed 170 pounds

when a young man and gradually took on flesh until I weighed 416 pounds, you may know that I could not be comfortable, let alone being healthy. Suffice it to say that I began firing on the E. T. V. & G. railway between Selma and Meridian, Ala.

After firing nearly three years I was promoted when I was 21 years of age and then weighed 170 pounds. After many and varied experiences I had an injury and was obliged to go to Hot Springs for treatment and was told that I could never railroad again. To make a long story short, I had my ups and downs until in February last I took the grippe in the most violent form and for 25 days my life hung in the balance; after which I was troubled with many ailments until finally gout and inflammatory and muscular rheumatism of the feet, legs and ankles seated themselves and rendered me helpless and suffering so intense that I would have welcomed death.

It was decided that I must lose my right leg at the knee unless I could go to Hot Springs, but how to go, it could not be done on \$3.20, all I had at that time. But I came, and first class, too, and am slowly being cured and thereby hangs a tale. When I had resigned myself to the thought that I must die, some ladies called upon my good, patient wife and said they wanted to talk to me. It was a committee from the G. I. A.; they told me, I was to go to Hot Springs and that my wife had a check to cover the expense and that more was forthcoming if my stay was prolonged. Brother Ketchins was the first to hear of this good deed and just had time to hand me \$25.00 as I was boarding the train. God bless you, Brother. To cap the climax the ladies gave a ball on the 26th of May for my benefit and cleared \$125.85, all of which was given to my wife. Dear girl, she writes for me to write a letter of thanks. Ladies, Sisters, what am I to say? Words fail me, but I know my poor old heart is simply bursting wide open and tears of love and joy well up into my eyes at the mere thought of them and my soul is lifted up with emotions unspeakable of gratitude and brotherly

love for these noble women. May God bless and prosper each and every one of them and also my Brothers of the B. of L. E. WELBORN M. THOMAS, Div. 223.

How to Keep a Husband.

The summer vacation days at the beaches and resorts are productive of many mixups. It is currently reported that the charming woman who gave us the song, "How to Keep a Husband," has applied for divorce, and is really making goo-goo eyes at the man next door, who wrote "No Wedding Bells for Me." Be surprised at nothing these days.

Wanted Two of Them.

"This stove," said the clerk to his Irish customer, "is the best stove in the house. It is the stove of economy. It saves half the coal bill."

"Give me two of them," replied the Irishman. —*Success.*

No, Not Glad.

The sympathetic woman was visiting the Columbus prison and her heart was almost bursting with pity for the poor prisoners. She passed them one by one and never uttered a word; she was instructed not to speak to the inmates and she had given her word. The temptation soon became too strong, however, as she saw one poor chap listlessly rolling cigars.

"Poor man," began the sympathetic woman, "isn't it terribly monotonous? Won't you be very glad when your sentence has expired?"

"No, ma'am," came the doleful reply, "mine's a life sentence." —*Penitentiary News.*

August Musings.

Honest men are almost as scarce as silent women.

The boat rocker on the sea of matrimony deserves his fate.

It isn't always a small matter when a woman puts her foot in it.

A woman isn't necessarily industrious because she has a busy tongue.

Every time a man looks at a time-table a suspicious wife wonders what woman is going to run off with him.

Past, Present and Future.

At the future I confess I stand a little aghast. What woman of "middle age" does not? Or what man, either, when it comes to that? Deepening wrinkles, whitening hair, shaky teeth, lagging step—who is it that they do not scare? But the future is the present when it gets here, and I have never yet failed to make the day pay its way somehow. There is but one thing for the woman with the word "elderly" staring her in the face to do, and that is to get busy. Leisure is a thing appreciated particularly by the young. I have seen the day when I could sit contentedly watching the clouds float and hearing the wind whisper in the grass for hours at a time. Now a little cloud floating goes a long way—and as for the wind whispering in the grass, I will go out and fight the sitting hens and put "sheep dip" on the perches in the chicken-house rather than listen to it. This latter form of amusement is a peculiar variety of living in the present, and I recommend it to all as a cure for reminiscence.

The woman who lives in the country or village has an immense advantage over her city sister when the "elderly" period sets in. The city woman must inevitably take to bridge or church or charity. The village woman can vary these charmingly with horticulture, gardening and poultry. In naming pursuits of pleasure open to the elderly, let us not forget automobiling. I have seen more elderly women with automobile faces—here is a chance for a pun, is it not? But why hasten matters? Shall I let my anxiety, lest I deserve the accusation of "living in the past," hurry me into the indiscretion of living in the future? Why dread gray hair before I get it, or tremble at the "evil days" before I come to them? The thing I should like best to do is to fill up the coming 40 years with business. The coming 40 years? Well, every soothsayer who

looks at my palm tells me I shall live to be 90. Estimating 40 years for business would leave four years of real senility before I died. Four years during which my worst enemy would not reproach me for living in the past and telling silly stories of how we used to travel in clumsy motor cars and be obliged to touch a button before we could get a light or go to the telephone when we wanted to talk to a friend in New York.

One thing is certain, during these 40 years I refuse absolutely to sit by the fire and spin—yarns or anything else. Though my "business" may all fail—my poultry ventures leave only a bunch of tail-feathers in my hands, my gardening be but a dreary agitation of the dust, I shall keep busy. Meanwhile if anybody thinks I am not doing the present justice and that my disaffection is going to hurt the present any, let him throw himself into the breach, clap on a little more speed, make his yell a bit more strident, spend his money a trifle more furiously, set his hat a little farther back on his head, turn his trousers up a little more, swagger if possible somewhat more aggressively, and surely he will be able to counteract any criticism of mine. Meanwhile, do learn to read, dear people, and to take a writer frankly at what he says. If he condemns some things of the present and lauds some things of the past, do not accuse him of pessimism or of ill-natured comparisons. Youth makes any season seem the ideal one for doing what the youngster wishes to do. A little timely restraint or suggestion is often salutary, if somewhat disagreeable; so people whom the thoughtless call pessimists, are often only those who, seeing much that is good, note also some evil which with but a little sane reflection and counsel might be corrected.—*Country Contributor in Indianapolis News.*

New Divisions.

WILD ROSE Auxiliary 466 was properly inaugurated at Mason City, Ia., June 17, 1909. Not as large a crowd was present as was expected, but there was a good

enthusiastic number out. Mrs. Frank Kuich of Cedar Rapids, who is known as Deputy Grand Organizer, was present with a staff of Cedar Rapids ladies, who installed the officers of the local Auxiliary. After the business session the Sisters and their husbands repaired to the banquet hall where an elegant supper awaited them. As the guests gathered around the banqueting board and while each stood, the Chaplain remembered the Giver of all good things. Toastmaster Eddy called for short toasts. First, from Engineer Tyson, to the occasion; second, Mrs. Kuich to the B. of L. E., and third Mr. Eddy himself to the Wild Rose. Mr. Tyson's talk was short, but he did it gracefully. Mrs. Kuich spoke briefly of the work of the Order in connection with the B. of L. E., and Mr. Eddy gave a sentiment of poetic prose, and then announced the banquet. After the banquet the work of installation was taken up, preceded by another speech by Mr. Eddy, in which he pledged the most helpful fealty between the Order of the B. of L. E. and the Auxiliary. The evening was a happy one, every moment enjoyed by the visitors. The Auxiliary opens with about 38 members.

ORLANDO STEWART Div. 465, G. I. A., was organized June 23 in Perk's Hall, Houlton, Me., with twelve charter members present, six of whom withdrew from Div. 233, Bangor, to organize here. Some intended charter members were absent from the city, and several are in prospective, so we anticipate a Division of average membership, and are pleased to extend the work to this northern section of the Pine Tree State. I was warmly welcomed by Sister Hurd and others and conveyed to hall, where I was cordially received by old as well as new members. A bountiful repast had been prepared, proving that the reputation of engineers' wives as good cooks was maintained here. The day and evening were given to organization, election, installation and exemplification. Sisters Day, Cleary, Dority and Young, of Div. 233, residents of Caribou, were present and rendered valu-

able assistance as Secretary, Chaplain, Marshal and Tellers. Mrs. W. D. Garcelon, at whose home I was entertained and whose efforts have been successful in bringing about this new Division, was chosen President.

A great surprise was given when the Organizer, in behalf of Div. 233, Bangor, presented the sum of \$10.00 with which to purchase the regalia, accompanied by a letter of greeting from Secretary Penny, who knows so well how to write such letters. This was much appreciated. At the close of the evening session, several loyal Brothers of Div. 588 were admitted and treated to wafers and orangeade, the latter donated by a local druggist, complimentary to Div. 465.

Orlando Stewart, for whom the Division was named, was formerly superintendent of motive power on the B. & A. R. R., and I have been told he was just and impartial in his dealings with the men. His widow, now residing near Boston, was made an honorary member. So much interest was shown by this band of enthusiastic women that a session was held the following day to perfect the work, after which a reception was held at the home of the President, Miss Florence Wheaton entertaining at the piano.

I was treated to a delightful carriage drive on the morning of my departure by President Garcelon, which gave me an opportunity to view the well laid out streets with beautiful shade trees, and fine churches, schools and other public buildings. A large number saw me aboard the train, after Sister Holyoke, the efficient Guide, had handed me an envelope, containing a generous sum. No time was given to do credit to her neat speech of presentation, even had the Organizer possessed ability. I thank Sister Holyoke for anticipating the fact. The days spent among the good Sisters of Div. 465 were pleasantly passed and I shall expect good results. Am indebted to every member of Div. 465, visiting Sisters of Div. 233, Brothers Chase, Bulmer and O'Leary, for courtesies shown. Divs. 99, 259, 233 and 205 were inspected on this trip, and I much appreciate the courtesies and gifts bestowed

by all. Lest I trespass on forbidden ground, will close with best wishes for all.

Yours, MARY L. COOK.

Notice.

Sisters, remember the union meeting to be held in Savannah, Ga., Aug. 17, 18, 19 and 20. Come to the Sunny South and enjoy the ocean bathing and the generous hospitality of your Southern sisters.

The school of instruction to be held at this time will be instructive and everything will be done to make all who come have a good time.

Union Meeting.

A union meeting will be held by Div. 80 of the G. I. A. at Mauch Chunk on August 31 in Odd Fellows Hall.

An all-day session will be held beginning at 10 a. m. A cordial invitation is extended to all Grand Officers and Subdivisions. MRS. C. B. HENRY, Sec.

Statement of Membership of the Grand International Auxiliary.

The number of members in good standing April 1, 1909, 17,508; number of members reported since that date, 705; number of members forfeited by withdrawal, suspension and death, since April 1, 1909, 136; total number of members to July 1, 1909, 18,077; actual increase of members since April 1, 1909, 569.

Also there are several charters issued from which the report of membership has not yet been received, which would make a greater increase in our membership on this date had the organization been completed in time for the reports to have reached this office.

Secretaries of Subdivisions will note that when sending in the application for membership the entire application must be forwarded to this office. Some send in only the certificate of initiation as was formerly the custom, and as these applications are kept on file in the office of the Grand Secretary for future reference we find it impossible to handle these slips instead of the application as the

law requires, and would request that hereafter they be not detached.

I hope each Division will be prompt in reporting new members that we may make a good showing of increase in membership in our future statements.

Yours in F., L. and P.,

MRS. HARRY J. T. CLAIR, Grand Sec.

Division News.

In commemoration of the seventh anniversary of the organization of Div. 274, St. Paul, Minn., on May 14th, 1902, by Sisters J. A. Morton and P. J. Conley, Sister J. H. Anderson, President, made the address, which was replete with reminiscence and complete with details of the scope and purpose of the parent G. I. A.

All the Sister Divisions of Minneapolis and St. Paul were invited to the function and were well represented. The program consisted of music and most interesting talks; among the speakers were Sisters W. D. Stewart and J. Burke of Div. 274.

The rooms were handsomely decorated for the occasion with bunting of the Division colors and flowers. After the flow of soul from the jolly gathering came a banquet that comprised practically all of the good things known to the caterer's art. The floral decorations on the tables were such as to excite the warmest comment of those who love nature's beauties, consisting of a central bank of fragrance as well as carnations at each plate.

The dining-room was presided over by the young lady friends and daughters of the Sisters, and their beautiful and lively presence in combination with the decorations and strains from the orchestra made the scene an enchanting one. The festivities were rounded out with dancing in which there were few of the seventy members present who did not get at least a two-step or waltz as a reminder that they had attended one of the most enjoyable gatherings ever held under the auspices of Div. 274.

Everybody went home satisfied that they had done their part in keeping alive

a remembrance of the birthday of their beloved Division of the G. I. A.

MRS. A. H. WALES, Sec.

VICTORIA HALL, Brockville, Ont., during the past winter has been the scene of many largely attended social functions, all of an enjoyable character, but the annual Easter Monday ball of the Grand International Auxiliary to the Brotherhood of Railway Engineers No. 269 capped the climax so far as numbers were concerned, while there was no limit to merriment and good will.

The ladies had worked diligently and faithfully in preparation for the event, consequently were rewarded with an attendance estimated at 450, and everyone present spent an evening of genuine enjoyment. The ladies and the members of the Brotherhood were on the *qui vive* as to the comfort of all, and no one entered the room but who was made to feel at home at once.

Dancing started shortly after 9 o'clock and until an early hour in the morning the votaries of Terpsichore had full sway. Twenty-six numbers were down on the program, but the Opera House Orchestra of five pieces supplied such excellent music that many of the numbers were encored, consequently it was in the wee sma' hours of the morning when "Auld Lang Syne" and "Home Sweet Home" brought the happy gathering to a close.

At midnight supper was served in the dining-room and a more tempting spread could not have been prepared. Six long tables were heavily laden with most sumptuous and dainty edibles, while potted plants and cut flowers added to the inviting appearance. The ladies and gentlemen were most assiduous in looking after the inner wants of all and that they succeeded was sufficiently borne out by the pleased and contented looking countenances. The first setting was insufficient to accommodate all, but no time was lost in re-arranging the tables.

The ball of 1909 was not only up to the standard but surpassed all previous efforts of the members of the G. I. A., who are to be heartily congratulated.

THE ladies of the G. I. A. of the B. of L. E., Div. 452, Hammond, Ind., very pleasantly entertained their husbands and a number of other members of the B. of L. E. at luncheon in June, at K. of P. Hall, given in honor of Grand Chief Engineer W. S. Stone, of Cleveland, O. A very daintily prepared three-course luncheon was served in the dining-hall from long tables, which were prettily decorated with ferns and pink carnations, which is the floral emblem of the G. I. A. Following the luncheon a most excellent address was given by Mr. Stone, the guest of honor. Other members of the party were: Mr. and Mrs. W. F. Slater, Mr. and Mrs. C. W. DeLong, Mr. and Mrs. B. F. Hardesty, Mr. and Mrs. H. Kayes, Mr. and Mrs. Wm. Kennedy, Mr. and Mrs. Walter Kennedy, Mr. and Mrs. John Townsend, Mr. and Mrs. F. Bull, Mr. and Mrs. T. J. Kavaney, Mr. and Mrs. M. L. Dick; Mr. and Mrs. A. C. Ehert, Indiana Harbor, Ind.; Mr. and Mrs. Geo. Kennedy, Bay City, Mich.; Misses Vere Kennedy, Helen Bull, Ruth Donnelly, Vera DeLong; Messrs. Louis Walge, Danville, Ill.; John Thompkinson, A. D. Crissman, P. A. Lucas, J. D. Peffers, C. Shebeck.

THE members of Div. 357, Aurora, Ill., have on previous occasions tried to surprise Div. 32 on their regular meeting day, but some one found out the secret each time; but on their last meeting in May the surprise was genuine. The ladies decorated the hall on Saturday with our colors and as the G. A. R. ladies were going to use the hall the same week during the encampment, nothing was suspected. About 3:30 the members (dressed in white) marched in and took seats on both sides of the hall. Bro. Kagay, C. E., welcomed the Sisters. Our President Mrs. Jordan, and Sister Gillespie both addressed the Brothers present, told why we visited them on this occasion,—it was to show our appreciation of their kindness to us, in the past. Then we all marched to the banquet hall where a delicious supper was served.

At the table, speeches were made by

our city attorney, Chas. F. Clyne, Chief Engineer Brother J. F. Kagay, and Sister Gillespie. Mr. Clyne spoke on the life and duties of an engineer; in truth, his was a noble vocation; he said a lawyer, who worked hard to save the life of a condemned man and succeeded was reckoned a smart man and deserved much applause, but to his mind the *engineer* who saved the lives of others, often at the risk of his own, was worthy of more praise—was the greatest hero.

Mr. Clyne is a young man of whom every citizen is proud and certainly deserves the honor his office demands. Brother Kagay's remarks were short; he said the hand that fed the heroes was due a little praise also, and particularly on this event, he thanked them with all sincerity and hoped they would come again soon. Sister Gillespie spoke on the good of our Order and hoped the ladies present, who as yet were not members, would soon honor us by coming into our Grand Order. All joined in singing "Good bye until we meet again," and everyone expressed himself as having the time of his life. The music was furnished by our musician, Sister Gregory, and little Thomas Murray.

M. Y. M.

SINCE the last writing to the JOURNAL Div. 412, New London, Conn., has been progressing. Our President is capable and interested, which means no such thing as failure for us.

Past-President Sister E. E. Kennison is critically ill at present and the Brothers and Sisters of the Order ardently sympathize with those who love her most and pray that she may be restored to health again.

A new executive committee has been appointed and if it proves as efficient as the one which served in 1908, we ought to be satisfied. Among the different ways we have raised money, nothing swells our coffer like the annual ball, but we keep trying to get the mighty dollar, in a lesser degree, most of the time. We had a food sale, occasionally chance cakes and fancy articles; at present we are making an album quilt, which ought to

net us \$30 and the R. R. Employees' Home the quilt. We are very much interested in that institution and hope in the years to come we will be able to make many donations, believing it to be one of the avenues God has given us to help his helpless ones.

We took a chance on the sofa pillow being raffled by Div. 377 and if Div. 412 proves the lucky number I think we ought to re-affle it for the same purpose. The one we use is no good and it ought to be very satisfying to "Nutmeg State" to have one of its own.

After regular session on June 2, we had a sociable time, at which we had the pleasure of entertaining Past-President Sister A. H. Nellor of 118, Providence, and Mrs. Henry Powers of this city, who we hope to add to our number soon. The executive committee served ice cream and cake and Sisters Able and Vickery played several duets, also Sister Richardson sang songs very pleasingly.

COR. SEC. OF DIV. 412.

ON Tuesday, June 8, Olive Branch Div. 265, G. I. A., Savannah, Ga., gave its annual picnic at Tybee. The picnickers were favored with a beautiful sunshiny day and all enjoyed themselves hugely. Bathing and dancing were in line of amusements, but it seemed that most of the Brothers and Sisters enjoyed rocking-chairs and sea breezes with Division chats much better. Our estimable President, Sister Sellers, was surrounded all day by these jolly gatherings, of which she was the center of attraction. By the way dinners were treated the salt air must have had that usual appetizing effect. Those who waited until the last train had the chance of witnessing the prize dance. It was exceedingly hard for the judges to pick the winners on account of all contestants being such graceful dancers, but they finally decided upon Mr. Leroy Fremont and Miss Mabel Guinn for first prize, which was a beautiful watch fob and pearl brooch, and Mr. A. M. Rogers and Miss Marie Baughn for second prize, which was a pretty scarf pin and silk parasol. After the prize dance everyone went home hav-

ing enjoyed the day very much. Several Sisters from other cities came over to enjoy the day with us. The picnic committee was composed of Sister J. D. Rogers, who proved a capable and excellent chairlady, and her two able assistants, Sisters Fogarty and Henderson. We will be able to swell our treasury quite a little as a memento of this enjoyable day.

SEC.

THE members of F. S. Evans Div. 99, Boston, held their inspection on June 16, with Mrs. J. F. Cook, F. A. G. V., President, as Inspector. We are always pleased to greet Sister Cook. The day somewhat carried us back to our school-girl days when the numerous questions were plied on the days of examination. Everything seemed to pass off pleasantly, and we feel that Sister Cook will have a good word for us, as she always has had. Many of the Sisters have taken up the Insurance since the school of instruction was held in Boston, showing that the earnest appeal of our Grand President regarding the Insurance did a great deal of good. Div. 99 is in a prosperous condition, and gaining new members. We have many pleasant socials, one of note being on the 30th of June, when 41 members were entertained in Chelmsford at the home of Brother and Sister Wardwell, who have a delightful one with grounds full of romantic spots and quite farmlike. On arriving at the house the first to greet the eye was a beautiful flag waving in the breeze, lending a patriotic air to the scene, with many of the ladies seated on the lawn. Brother and Sister Wardwell were ready to greet us and regale each one with a refreshing drink. Dinner was soon announced and the ladies were escorted to the house by the host and hostess, where all were seated at a well-filled table. Such a menu, ending with ices and fruits, to which all did ample justice! The Lowell ladies' assistance is here worthy of mention. There were other guests, including the sister of Sister Wardwell. After dinner all were escorted to the hill to an enchanting spot where all were seated under the shade trees and listened to a

poem well rendered by Brother W. This poem had been heard from Massachusetts to California, and had always brought down the house. It was received by the ladies with great applause and laughter. Again at the house—this time for music—Brother W. and the ladies sang many fine selections, accompanied by Sister Weeks. Time drew near for many to leave for home, myself among the number, carrying many happy thoughts, with many thanks to Brother and Sister Wardwell for the royal manner in which they had entertained. In all our social times we cannot forget our absent ones. Sister Brazier has recently been taken from our fold. She was a charter member and a constant attendant of Div. 99 whenever her health permitted, until she moved to New York State. She has now moved to that "Beautiful Isle of Somewhere." Her character was worthy of emulation. Let us profit by her sweet life.

E. W.

ONE of the pleasantest events in the history of Granite State Div. 49 of Concord, N. H., was a most delightful outing at the home of Sister Mary Quimby on Hall Street. It was known to some of the members that Sister Quimby's 72nd birthday would occur on the 26th of June, so it was planned to give her a surprise. A committee composed of President Cross and Sisters Batchelder and Buckley perfected the arrangements. It was an ideal day, and the tables were laid on the spacious lawn under the wide-spreading branches of the beautiful old trees. A tempting lunch was served and thoroughly enjoyed; during the afternoon ice cream and cake were served to late arrivals. Sister Quimby is the oldest member of Div. 49, and is highly esteemed for her loyalty and devotion to the Order; a true Sister and steadfast friend. It was the privilege, and certainly it was a pleasure for the writer to present to Sister Quimby, in behalf of the members of Div. 49, a solid gold brooch as a slight testimonial of their love and respect. Sister Quimby was visibly overcome, but responded nicely. A pleasant feature of the occasion was

when Sister White took the picture of the hostess, with the charming little daughters of Sisters Callahan and Dougherty standing beside her. The party broke up wishing the hostess many happy returns of the day, and hoping that those of us who reach the 72nd milestone in life's journey may be as active, useful and smart as Sister Quimby. She received a shower of post cards in honor of the day, and conveying congratulations.

MRS. F. M. HALL, Past-Pres. Div. 49.

ON the 18th day of June, Good Hope Div. 374 of Harrisburg, Pa., was invited to help celebrate the 25th anniversary of our Past-President, Sister Boyd of Philadelphia. Shortly after 8 o'clock the guests began to arrive and the evening was spent in a social way. About 9 o'clock the guests were invited to the dining-room where an elaborate supper was served to about 80 guests. The table was beautifully decorated with cut flowers. The dining-room was draped with the G. I. A. colors. An Italian orchestra was engaged and rendered sweet music during the evening. The couple were the recipients of many beautiful gifts. The gift of members of Div. 374 was a beautiful case of silver knives, forks and spoons and a fruit dish of cut glass. At a late hour the guests departed wishing them many happy wedding anniversaries.

SEC. DIV. 374.

SISTER GARRETT, President of Div. 65, Collinwood, O., was really surprised when members of the Division and her family called on her and reminded her that the 17th of May was her birthday. All remembered her with little gifts. The callers were entertained with music and games, after which a delicious lunch was served by Sister Garrett's daughters. All present expressed themselves as having a good time, and hope Sister Garrett may have many happy returns of the day.

SEC. DIV. 65.

ON June 17th the Brothers of Div. 89, Montreal, Can., met with the Sisters of Mount Royal Div. 346, to have a sociable evening. In one way it was more of a

surprise party, the surprise being on Bro. Geo. Kell, Chief of Div. 89, when he was presented with an illuminated address and a handsome gold watch and chain, both being presented by Bro. T. Walker.

Brother Kell was visibly affected, and in his little speech of thanks said that there had been times when he was not satisfied with his work in connection with the Division, and at other times he had felt that the Brothers had not been wholly satisfied, but that now he knew by the token they had presented him with that they had appreciated the work he had been able to do for Div. 89.

We all realized that Brother Kell felt encouraged to carry on the work he is doing for our Order, he having represented us on the Board of Adjustment almost 15 years, and also having been delegate for some time. We also felt what a great thing appreciation is, and how much good work is lost for lack of it, for we all know how a word of encouragement will help us to face the most hopeless task, and the word of appreciation and thanks makes us rise to what is noblest and best in us.

The rest of the evening was spent in music, singing and dancing, the Brothers and Sisters giving a nice little program. Refreshments of ice-cream and cake were served and thoroughly enjoyed.

COR. SEC. DIV. 346.

ON Friday afternoon, July 2, Mrs. George Daniels, Past-President of Div. 382, Ft. Smith, Ark., delightfully entertained the G. I. A. ladies at her home, 1002 North 5th street, from 2 until 5 o'clock.

In honor of the approaching national holiday, the Daniels home was prettily decorated in a color scheme of red, white and blue and potted plants.

A guessing contest was an interesting feature of the afternoon's entertainment and in this Miss Crystal Clark received first honors and Mrs. McMann second.

Readings and vocal and instrumental music by the Misses Clark, Nulph, Brocchus and Reed were much enjoyed by the guests.

As the ladies had learned that July 8 was Mrs. Daniels' 25th anniversary, they surprised her with a silver nut bowl. She was completely surprised but responded by thanking them one and all.

She also received several other presents from relatives and friends.

The luncheon prepared by the hostess was a triumph of culinary skill and was elegantly served. Small silk flags were the place cards used.

We are always glad to meet at Sister Daniels' home, as she has always been an earnest worker in our Division since its organization, and may she live to enjoy many more anniversaries was the wish of all.

About 20 ladies enjoyed this pleasant affair. A MEMBER.

SEVEN Sisters from Div. 166, Sioux City, Ia., attended the union meeting at Lincoln, Neb., June 28, and were well repaid for their trip, which was instructive, as the Grand President was there with her helpful and encouraging suggestions and it is a pleasure to meet Sister Murdock.

The Sisters at Lincoln are fine entertainers, for every minute of our time was one round of pleasure.

Auto and trolley rides around the beautiful city of Lincoln, and the last afternoon at the lake with steamer rides, barbecue and pleasures too numerous to mention will never be forgotten by the Sisters of 166, and the Brothers that so kindly helped entertain us. Brothers and Sisters, when in some future time you attend a meeting here, we will not forget the courtesies extended to us at Lincoln.

MRS. F. M. GIBBS, Div. 166

ON one of the fairest days in early spring, May 1, the members of Sunflower Div. 39, of Newton, Kans., celebrated their 20th anniversary in the K. P. Hall.

We had as guests of honor Brother and Sister John McNeal, of Topeka, Kans., Sister Richard Jett, of Cottonwood Falls, Kans., and Sister Robert Mears, of St.

Joe, Mo., besides the Brothers of Div. 252 and members of our own families. The officers were all beautifully dressed in white and wore the pink carnation.

Order was called at 8:30 p. m. by our President, Sister E. A. Devereaux. The program was opened by the officers' drill, followed by the history of Sunflower Div. 39, written by Sister Mrs. John Plank, who was a charter member. The rest of the program consisted of recitations, readings, and both instrumental and vocal music given by the children of our own families.

Some interesting talks were given by Bros. John McNeal, J. Snyder, and J. R. Trouslout.

We then gave our penny drill and invited all to join us, and the pennies taken in amounted to \$2.80, which was a neat little sum added to our flower fund.

Small tables were then spread and a two-course lunch was served by a committee of four Sisters. The remainder of the evening was very pleasantly spent and at a very late hour we bade one and all good-night. PRES. OF DIV. 39.

A happy man or woman is a better thing to find than a five-pound note. He or she is a radiating focus of good-will; and their entrance into a room is as though another candle had been lighted. We need not care whether they could prove the forty-seventh proposition, they do a better thing than that, they practically demonstrate the great theorem of the Livableness of Life.—*Robert Louis Stevenson.*

A noted oculist advises against using the eyes immediately after waking; therefore the habit of many young girls of reading or studying in bed is injurious. It is harmful to use the eyes when sleepy, as it is a great strain upon the muscles. If one must read or write when drowsy, rise occasionally and bathe the eyes with hot or cold water. Remember that a quick change from a dark room to a brilliant light is a strain upon the eyes.—*New York Press.*

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., August 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than July 31, 1909.

ASSESSMENT No. 469.

Cleveland, O., June 4, 1909, of organic heart disease and interstitial nephritis, Sister Nellie Cummings, of Div. 278, aged 73 years. Carried two certificates, dated March 28, 1892, and Sept. 3, 1896, payable to Arthur Cummings, husband.

ASSESSMENT No. 470.

Port Jervis, N. Y., June 5, 1909, of angina pectoris, Sister John Walker, of Div. 66, aged 48 years. Carried one certificate, dated August 22, 1898, payable to John Walker, husband.

ASSESSMENT No. 471.

Hinton, W. Va., June 7, 1909, of cancer, Sister H. A. Rick, of Div. 124, aged 49 years. Carried two certificates, dated March 27, 1900, and June 5, 1900, payable to C. R. Rick, son, and Mrs. T. R. Mitchell and Miss Alice Mitchell, mother and sister.

ASSESSMENT No. 472.

St. Paul, Minn., June 23, 1909, of hemorrhage, Sister Della Dolan, of Div. 125, aged 80 years. Carried two certificates, dated Aug. 24, 1908, payable to Chas. S. Dolan, husband.

ASSESSMENT No. 473.

Easton, Pa., June 27, 1909, of cerebral apoplexy, Sister Rebecca Fishbaugh, of Div. 121, aged 83 years. Carried one certificate, dated July 20, 1892, payable to Amanda Pierson, niece.

ASSESSMENT No. 474.

Pittsburg, Pa., July 4, 1909, of tubercular osteitis, Sister Missouri Donovan, of Div. 59, aged 43 years. Carried two certificates, dated August 13, 1904, payable to J. B. Donovan, husband.

Members will pay their Insurance Secretaries on or before Aug. 31, 1909, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 471, 472, 473 and 474 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 445, 446 and 447, 7,014 in the first class, and 3,155 in the second class. MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.
941 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

Question: If the main reservoir is allowed to partly fill with water, in what way will it interfere with the operation of the brake?

W. H. T.

Answer: It will reduce the volume of the reservoir available for cooling and storing compressed air. If the air is not cooled down to the temperature of the atmosphere before it leaves the reservoir it will cool down afterwards and leave some water in the brake pipe and triple valves. In cold weather this will affect the operation of the brake seriously. It will first freeze up in the triples and make them stick. A very bad case will block the brake pipe with ice. In warm weather the brake can be applied without regard to the amount of water in the main reservoir, for that is cut off from the brake pipe by the first movement of the rotary. It cannot be released as quickly or certainly with a small reservoir volume as with a larger volume, as we must have the air stored to recharge the brake pipe quickly. We cannot wait to "pump the brakes off."

It affects a long train more seriously than a short one in this matter of a quick release.

In addition to water, considerable dust and ashes collect in the main reservoirs. A few railroads have adopted the practice of washing the dirt out of them at regular intervals. More do not know that this is the case.

Question: Cannot the feed port or groove in the triple piston bushing be made larger than the present standard, so as to recharge the auxiliaries in less time? It seems to me this would add to the safety of the brake, especially for mountain work?

W. H. T.

Answer: With large feed ports in the bushing of the triple valves, the tendency is for the auxiliary air to feed back into the brake pipe at the first reduction

made by the engineer. This keeps the auxiliary and brake pipe equalized so that triple does not move. Of course it will do this at the succeeding reductions. That this is no theory was proved by tests of long trains of over 50 cars equipped with 10-inch freight brakes. Over 40 per cent of them did not set with a service reduction. Being unable to apply all the brakes on a long train with a service reduction is considered more dangerous than a moderately slow recharge of the auxiliaries. Then with larger feed ports, the triples at the head end of a long train would charge their auxiliaries faster than at the rear cars, and when they got nearly equalized the head brakes will begin to apply again. This causes trouble. For these reasons most of the devices for a quick recharge through larger feed ports fail when used on long trains.

These troubles led the Westinghouse people to design and perfect a "quick service" triple that has a small feed port or groove in the bushing in all triples and in the large ones has an additional feed port that gets brake pipe air up past the train pipe check valve. This check valve will allow air to pass by it when charging the auxiliary, but will not allow any to get back during a service reduction, and it works so well that every triple valve in a long train, of this design, will operate with a 5-pound service reduction at the engineer's valve, and is the safest device so far put in service on long trains.

Question: I have an old D-8 brake valve on a switch engine that puzzles me. The black hand does not begin to drop when making an application till the train pipe exhaust opens and it keeps on dropping after I lap the valve with the train coupled on. With the engine alone it does not show this way. What is the trouble?

W. G. W.

Answer: The air pipe leading to the black hand is coupled up wrong. It leads to the train pipe passage in the brake valve instead of the equalizing reservoir, and very likely the black hand connection leads to the governor. Trace up the little pipes and see that they are coupled properly.

Question: When running a passenger train double header the air signal whistle on the leading engine sometimes fails to sound when it works O. K. on the second engine, and works all right on each of them when separated. Why is this?

W. G. W.

Answer: On a double header the reducing valves on both engines are ordinarily cut in, and they feed air into the air signal system too fast to get good work with some of the signal valves. If you will close the stop cock at the reducing valve so air will not feed into the signal system at the second engine, the reduction at the car discharge valve made by the trainman will get to the signal valve on the leading engine. Be very sure to open the stop cock as soon as you cut off the leading engine or you will have a worse trouble on your hands; there will be no air in the pipe to work your whistle and give signals.

Question: What is a siphon connection for a tender? How does it operate?

W. H. T.

Answer: It consists of a pipe bent in the shape of a letter U inverted, one leg longer than the other. The short leg runs from the top of the tender to a well at the bottom of the tank and should have a good strainer around its opening. The long leg extends through the bottom of the tank and has the hose connection coupled to it. The return bend of this inverted U is above the top of the tank.

Now, the principle on which any siphon operates is this: When the pipe is filled with water with the short leg in the tank or reservoir and the long leg discharging water below the water level in the tank, with both ends of the pipe open, the water will run out of the long leg; atmospheric pressure on the water in the tank will force the water up the short leg and keep the pipe full of water and supply what runs out of the long leg.

If the air can work into the bend at the top or into the short leg it will counteract the air pressure on the water in the tank; water will no longer be forced up into the siphon. As soon as the water in the long leg can run out the flow of water ceases: Therefore, to stop the

water from running from the tender to the injector open the bleed cock in the top of the bend and stop the injector for an instant. This will allow the upper part of the siphon to fill with air and stop its action.

If this bleed cock leaks or works open when it should be shut, it will give you trouble.

Some of these siphon connections have a long pipe bent in the proper shape. Others have two pipes, one inside the other; the water flows up through the outside pipe and down the inside one. There is a difference in construction but none in the operation of the varying designs.

To start the flow of water through one of these connections, if the injector does not prime strong enough to draw all the air out of the siphon so the water will follow it, turn steam back through the injector and blow the air back into the tank. Then start the injector to prime. The steam in the pipe will soon condense and water from the tank will fill the siphon.

One objection to this style of tank connection is a non-lifting injector cannot be used with it, nor any lifting injector that does not prime readily. If the feed water is very warm it also gives trouble.

When you want to uncouple the hose without losing the water in the tank open the bleed cock first so the siphon will fill with air. To drain the tender for any purpose there should be a large plugged opening in the bottom of the tank well. If this opening has been omitted uncouple the hose with the bleed cock closed and the siphon full of water. It will then discharge all the water in the tank.

Why Engine Would Not Move.

PORT TOWNSEND, WASH.

EDITOR JOURNAL: Replying to Bro. H. J. B.'s question in the May JOURNAL as to why engine would not move, would say that engine happens to stop on a piece of uneven track with engine truck and back drivers on a high spot and middle and front drivers in a hollow. In such

a position the brake shoes are drawn up tight on the drivers.

I had it happen to me once and I had to drive a bolt out of brake gear before engine would move.

Fraternally yours,

F. McDONALD, Div. 399.

Does an Eccentric Strap Pound?

LIVINGSTON, KY., June 22, 1909.

EDITOR JOURNAL: Will some Brother please answer the following question:

Does an eccentric strap pound on an eccentric at any point of the stroke when there is lost motion between the eccentric and strap? If it does, please state at what point, and if not state why it does not? With the Stevens valve gear.

Thanking you in advance, I remain with best wishes,

Fraternally yours,

ROBERT CLAR, Div. 78.

Technical Questions.

OPELOUSAS, LA., July 5, 1909.

EDITOR JOURNAL: Will you kindly answer, or have some of the readers of the JOURNAL answer, the following questions:

First. Should a back-motion eccentric strap break, would it be necessary to take down forward motion eccentric or disconnect on that side, or could one use judgment and care and go ahead to terminal and save delay? In short, could one not go ahead with an engine so disabled?

Second. Can an engine proceed with its train should either eccentric strap break, without disconnecting? If so, which strap could break to do this, and why not necessary to disconnect?

Third. We have a wagon top boiler Baldwin mogul in service here, carrying 150 pounds steam pressure; engine equipped with Hancock inspirators and are located almost $3\frac{1}{2}$ feet above running boards; tank capacity, 4,000 gallons; supply, overflow and branch pipes of standard size. The boiler check is inverted and check valve is in a cage seat. When the water gets as low as 18 inches in tank, boiler checks stick every time inspirator

is shut off after using it, regardless of steam pressure, steam or water supply.

Will someone advance a cause for this? All pipe connections tight; all glands were packed and tank clean.

Fourth. Will the shortening or lengthening of an eccentric blade or the valve stem affect the lead or lap of the valve?

Fifth. What effect will shortening or lengthening the reach rod have on the valves, if any? Fraternaly yours,

"CALCASIEU."

Frisco Air-brake Puzzle.

OKLAHOMA CITY, OKLA., July 7, 1909.

EDITOR JOURNAL: I have just been reading the Frisco air-brake puzzle in the July JOURNAL from Bro. A. T. Ekstrom, of Div. 445, and as I am a Frisco engineer thought I would make a reply.

I do not think it was any fault of the air-brake equipment that would not cause the brakes to apply when the train separated; because any reduction of the train line pressure will cause the brakes to set. I think that the only cause for this peculiar occurrence is that when the air hose separated the hose on the head end of the train at the separating point flew up and caught on something and left the air hose kinked so that the air could not escape, and only a small amount would escape, say seven pounds, while the hose was swinging around before getting caught in a cramped position. This small reduction would cause a jerk in the train, but would release at once when the hose became cramped.

Fraternaly yours,

JOHN QUINN, Div. 721.

Electric Headlight.

EAST LAS VEGAS, N. M., June 19, 1909.

EDITOR JOURNAL: I notice an article in the June JOURNAL on electric headlights by Cyrus in the *Railway Gazette* which I think calls for a few remarks. After reading the article "between the lines," I have decided it is looked at by the writer and the gentleman he quotes from a financial point of view only. I also note that when anything is said

against electric headlights it is by some official in the transportation or mechanical department.

I never have heard of an engineer turning an electric headlight down, and I think with the exception of the sight-feed lubricator the electric headlight is the biggest improvement for the safety of all concerned that was ever put on an engine. I believe, also, that I can run one a year for less money than it would cost for chimneys in an oil light. The one I have now has run for twenty months without a failure and has not cost one cent for repairs in that time, and I have had a *light*.

The Santa Fe has used them for years and if they are a failure why has it not turned them down? I do not suppose there has been a safety appliance invented for the safety of the traveling public and the company's employees that has not been tried out by the Santa Fe; among them, the electric headlight, and they are here to stay, I hope. But you know the Santa Fe has a management that has most other roads skinned to a frazzle. They are all live ones from the eleventh floor of the Railway Exchange Building in Chicago to the Pacific Coast.

Imagine a first-class passenger train, dining car and sleepers, electric lighted, pulled by an engine with an old coal oil headlight which would not show a box car fifty feet away.

It reminds me of a lady in full evening dress with an old calico sun-bonnet on her head. Fraternally yours,

BYRON ARCHIBALD, Div. 371.

Mail Cranes and Water Columns.

COVINGTON, KY., July 9, 1909.

EDITOR JOURNAL: What shall we do to be saved, for the life to come is not so much of a problem as what shall we do to be saved from having our heads knocked off by mail cranes and water columns which are placed so near the track as to keep our heads in danger all the time we are on the road.

The railroad companies are very particular in having shippers place their freight at least 8 feet from the track, or out of harm's way, when they will

themselves place the mail cranes and water columns so close to the track as to jeopardize our lives and limbs daily; simply doing what they forbid others doing.

The attention of the railroad companies has been called to the danger to which we are so unnecessarily exposed and the post-office authorities have had their attention called to it by our G. C. E., Brother Stone, and others, and the Interstate Commerce Commission have Mr. E. Clark as one of the commission, who comes from the ranks of the O. R. C., a practical railroad man and knows the facts. Part of the duty of the commission is to devise ways and means of preventing accidents and the consequent loss of life on our railroads and notwithstanding all this, and the fact that our cars and engines have grown in size in the past few years, the mail cranes are in the same position they were when we were using little 16-inch engines.

I know of two instances where brakemen at different times and places were scraped off the side of moving trains by these deadly water columns and maimed for life, and of a number of engineers being struck by mail cranes, some killed and some injured. The last one was in the act of shaking a spark out of his glove when his hand hit a mail crane and broke his arm; and I wonder when I see the number of killed in our JOURNAL each month how many are the mail cranes responsible for.

When damage suits are brought against railroad companies for injury in such cases the first thing we hear from the company's attorney is a great cry about the gross negligence on the part of the injured. He knew the mail crane was there; he passed it every day. Why didn't he take better care of himself?

But what about the criminal negligence on the part of the railroad companies and those who are responsible for the deadly position of the mail cranes? You will not hear anything about that. That is not the subject under discussion or the case before the court.

But, Brothers, it does not matter whether it is a case of gross negligence

or criminal negligence, where a life and a bread-winner is so unnecessarily taken, and probably some poor woman and some children robbed of a husband and father just at a critical period in life when he is needed most. It is a serious affair. The hopes and plans of that family are shattered, their lives changed, the children's education neglected or curtailed in the battle of life, and they turned out upon society far different from what those fond parents had anticipated; all because of the deadly position of the mail crane that brought the father to such an untimely end.

It is time we were doing something. We engineers are most interested. So you should get busy on this subject and agitate it until something is done and we are better protected.

Fraternally yours,

C. M., Div. 271.

Why Brakes Did Not Set.

OPELOUSAS, LA., July 15, 1909.

EDITOR JOURNAL: Answering Brother Ekstrom's question, page 601, July issue, will say if the rear hose of front part of train should by accident get caught in such a manner as to crimp it sufficiently tight to prevent an escapement of train line air when his train parted, then the brakes would not apply to front part of train.

I have heard of such an occurrence but never experienced it.

Fraternally yours,

CALCASIEU.

A Model Plant.

Have you ever been to Chicago? Did you ever visit the Union Stock Yards? Did you go through Packingtown? These are some of the questions one frequently meets with, fired by those who have been there. There has been another feature added to the long list of attractions that has not yet been given notice in the guide books; so, when you visit Chicago don't fail to look up the latter attraction, and then you will have it on the fellow who wishes to impress

you with his world-wide knowledge.

Yes, when the guide has taken you to the end of his route; has shown you the 500 acres of stock yards; told you of its 300 miles of railroad track, its 25 miles of streets, its 15,000 stock pens, its water works plant, having a daily pumping capacity of 8,000,000 gallons, etc., etc.; when the guide has told you all that and shown it to you, with other things too numerous to mention; after he has described it all and, in addition, has informed you that pork packing has been developed to such a degree of perfection that only the squeal of the hog is wasted, then you may be sure that you have seen all the average person usually sees in and about the Union Stock Yards. But, as already stated, there has been another attraction added within the past year that you must not fail to see, and that is the Chicago Junction roundhouse and shops. They are located near Packingtown. The guide may know enough to direct you to the shops, but he would be of no further use to you. He might not know an eccentric from a truck wheel, nor would he be able to discuss the merits of the different types of engines. So, after getting the right tip as to the location of the plant, meander over there alone or, say with someone who has an eye for railroad architecture, and you will find one of the most substantially built, conveniently arranged, and generally up-to-date groups of railroad buildings you, or at least I, have ever seen. Not only that, but their equipment in labor and time-saving machinery proves that Brother James Fitzmorris, who happens to be M. M. of this "ideal plant," has a keen appreciation of the money saving value of modern improvements in mechanical construction.

Before you will have had time to look over the 25 roundhouse stalls and have admired the clean, orderly, and generally well-kept appearance of the place you will very likely have met with the genial general foreman, Mr. Charles McCann.

If you are an old-timer from east of the Mississippi he will know you, and no matter where you are from he will know

somebody you know; but, as the Irishman says, whether or no, he will treat you like a prince and you will come away from there feeling well repaid for your visit.

Brother James Fitzmorris, whose hand can be seen in all the up-to-dateness of this model plant, may be justly proud of it, for it certainly represents all that is modern in railroad shop design.

JASON KELLEY.

Anderson-Lacy Electric Headlight.

The accompanying illustrations show a new design for electric headlight for use on locomotives. The headlight is manufactured by the Anderson-Lacy Headlight Company, Houston, Texas. This new design incorporates both high power and efficiency.

As a prime mover for the generating equipment a compound steam turbine of very simple design is used. The governor and governor valve are placed between the turbine and dynamo. The governor acts by throttling the steam as it enters

turbine casing and has a wide range, hence the steam pressure can vary without the least perception in the light. The two steam jets and the turbine wheel or rotary are the only parts inside the casing.

The dynamo used in this headlight has been especially designed for this work and is of the latest and most efficient type of construction. One of its principal features is the manner in which the armature is contained within the machine. It is ring wound and the field coils are series wound. The armature core is built up of iron laminations and is keyed to the shaft rather than being



pressed on. This permits its being easily removed.

If the current supplied to an electric headlight varies, the lamp will flicker and give a very imperfect light. The flickering is often due to poor brush contact, which in turn is due to the design and quality of the brush holders. The brush holders of the Anderson-Lacy outfit are so mounted as to be readily accessible and to give perfect contact at all times.

This lamp is very economical, requiring but from 500 to 800 watts for a maximum of 3,000 candlepower at the arc. It has been designed to be readily adaptable to the old headlight housings and reflectors, such as are used with oil lamps. Special housings are supplied when desired.

Anyone interested may get further information by addressing the Anderson-Lacy Headlight Company, Houston, Texas.

R. C. MORRIS.

Electrical Railroading.

BY ELWOOD GRISSINGER.

PART XL.

It will probably be recalled that in connection with the description of the mechanical and electrical feature of the constant speed type of induction motors, the rotor or revolving element of the motor comprised a shaft upon which was keyed a hub or spider. Sheet steel stampings or laminations were dovetailed into the periphery of this hub. The outer part of the laminations were filled with slots symmetrically placed about its outer diameter. Copper bars were placed in these slots and these copper bars, comprising the equivalent of armature conductors, were connected together at their ends by suitable end rings, constituting a short circuited armature winding, different diagrams of which were submitted.

The variable speed type of induction motor differs mechanically from the constant speed type only in the character of the end rings to which the rotor conductors are attached. The electrical characteristics of the two types are very similar, differing principally in the speed curve.

The speed curve of the constant speed induction motors was shown in Fig. 2 of the preceding article. An earlier paper explained how the speed of this type of motor would fall off slightly as the motor was loaded, then more rapidly at overload. It was also stated that a motor would give its maximum torque at about two-thirds of its synchronous speed, which is its no load speed. When the maximum torque (which is usually equal to several times the full load torque) is reached, then the torque of the motor becomes less as the speed of the motor further decreases. If in the same constant speed type of induction motor just referred to, the resistance of the end rings which connect the conductors of the rotor to one another should be increased, the speed of the particular rotor in question would fall more rapidly as the load upon the motor was increased. At the same time, the maximum

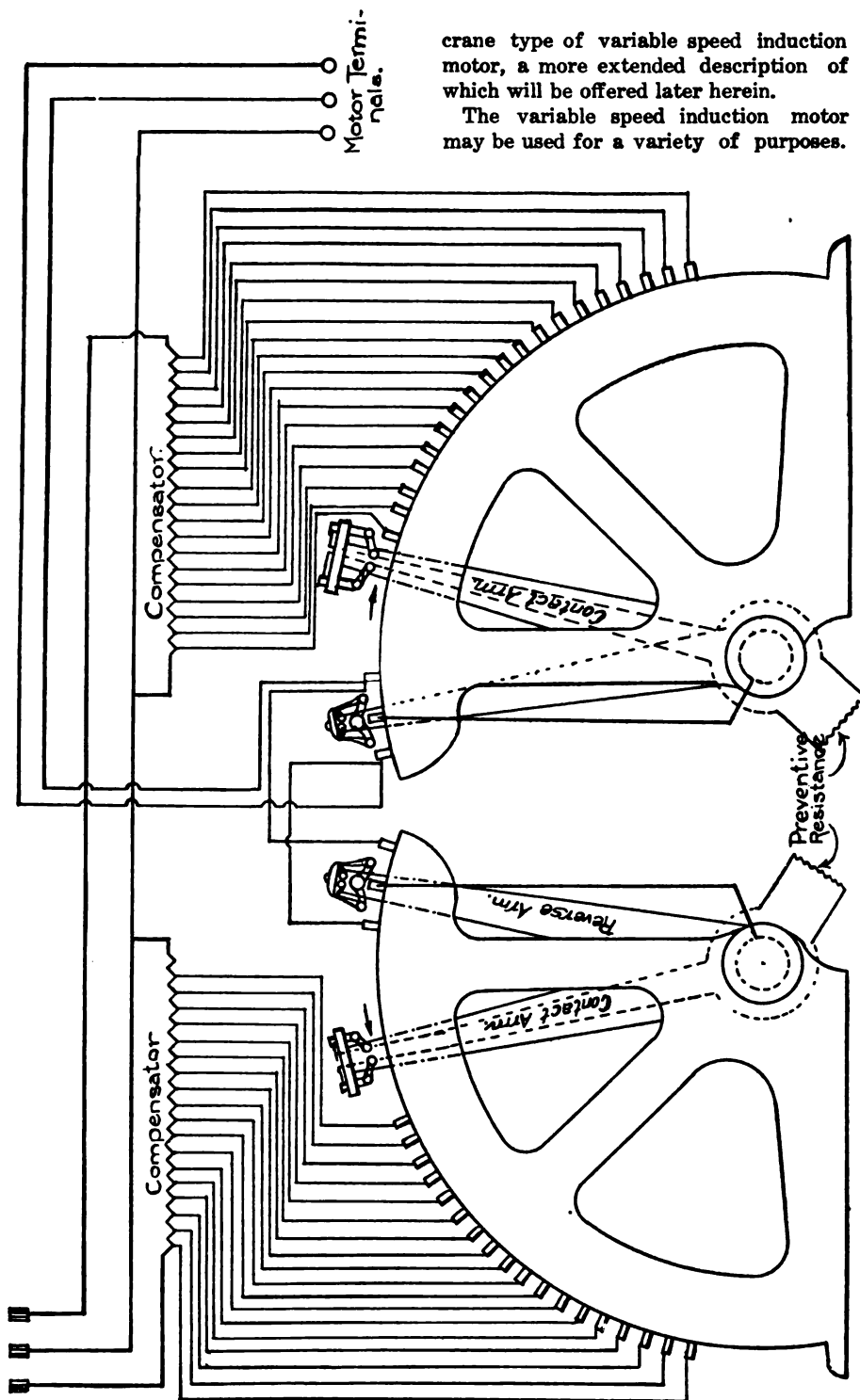
torque of the motor would occur at a lower speed than formerly and the starting torque of the motor would be greater. If, therefore, the resistance of the end rings which connect the rotor conductors together be increased sufficiently, the maximum torque of the motor would occur at zero speed and this would mean that the starting torque of the motor would be the maximum torque and *vice versa*. The variable speed types of induction motors are generally designed to give a maximum torque at their zero speed. The torque of these types of motors decreases, therefore, as the speed of the motor increases. The speed and other curves typical of this class of motors will be shown later; and from these it will be possible to compare the respective performance of the two types under load conditions.

While the design of the end rings for variable speed induction motors is such as to introduce a higher electrical resistance in the path of the secondary currents induced in the rotor winding and thereby cause the speed of this class of motors to fall more rapidly as the load upon them increases, still other and additional means must be employed to vary the speed of these motors for the particular work they are to perform. These controllers or appliances are connected in an electrical relation with the primary or stationary winding of the motor and the purpose of them is to grade the voltage in steps as delivered to the terminals of the stationary winding. The number of such steps, and consequently the different degrees of pressure applied to the motor terminals, will depend upon the character of work which the motor is to do, the size or capacity of the motor and some regard for the capacity of the circuit supplying the motor with energy.

The ordinary method of obtaining a variable pressure at the motor terminals for variable speed induction motors is by means of loops which are brought out from compensators or auto-converters as they are termed. These have already been referred to in earlier papers, but a diagram is submitted with this paper as Fig. 1 having particular reference to a

crane type of variable speed induction motor, a more extended description of which will be offered later herein.

The variable speed induction motor may be used for a variety of purposes.



The purpose for which it is to be used must be considered in determining upon the style and design of the starting equipment, its number of steps and the length of time the motor will likely run under load upon the different steps of the controller. The principal classes of service to which this type of motor is usually applied are those of elevator, hoist and crane service. When used for the operation of freight elevators and similar service and where the motor can usually be brought at once to a definite and fixed speed, and also where a relatively large starting current is permissible, the motor may be connected directly to the line of supply without the intervention of equipment used for the gradation of the voltage as applied to the terminals of the motor. This is, of course, based upon the presumption that a relatively large starting current can be readily supplied by the system to which the motor is attached.

If, however, the motor is large in comparison with the system supplying it with energy, then one or two lower pressures should be used at the motor terminals at starting. It is probable that under general conditions, one such lower pressure would be sufficient, if such pressure were approximately 70 per cent of the normal pressure available for the motor, this lower voltage to be applied to the terminals of the motor until the motor had acquired one-half or two-thirds of its speed.

Motors which are to be used for the operation of cranes and some classes of hoists or similar work and where it is required that the speed of the motor shall be varied somewhat at will, then a type of controller should be used which would give in general a voltage at the motor terminals variable between the limits of approximately 40 per cent of the normal or full line pressure and the full pressure. The variation in pressure between these limits should be by relatively small steps. It is, of course, necessary that the arrangement of controllers shall be such as to give a variable pressure at the terminals of two of the phases if a three-phase motor and for

both phases of a two-phase motor. The same controllers with slight modifications can be used for both classes of motors, *i. e.*, two or three-phase.

The various controllers and appliances which are generally used for the operation of variable speed induction motors are those more particularly referred to as follows:

A simple three-pole switch for a three-phase motor and a similar four-pole switch for two-phase motors, such switch connecting the supply line with the phase windings of the motor. If it is required to operate the motor in two directions then these switches should be made double throw, having the usual complement of fuses. The use of such a switch connects the motor windings directly with the supply line, and are referred to certain classes of freight elevator service, and where the relatively large starting currents for the motor so connected are not objectionable.

A second means of starting such motors may be termed the usual elevator controller. This type may be used with freight elevators and is generally used for passenger elevators driven by induction motors. It is designed to give one lower pressure to the motor terminals at starting and after a certain element of time (adjustable with the controller), the controller mechanism automatically cuts out the lower step and applies the full-line pressure to the motor terminals. A controller of this type is usually in the form of a rotating drum and can be operated in either direction by means of the usual elevator rope. A controller of this type starts the elevator motor in the same way and upon the same principle as has already been described for the starting of constant speed types of induction motors, *i. e.*, by the application of a starting voltage to the motor terminals which is low. The lower than normal voltage can be obtained in the same way that it is done for constant-speed motors and that is from a compensator or from auto-converters; and likewise from ordinary static transformers which are supplied with loops from their secondary windings, a

series of diagrams of which arrangements were furnished in connection with earlier papers upon the same subject.

The crane controller referred to herein as Fig. 1 is the type designed with a large number of steps, there being a separate controller device for each of two phases for two or three-phase motors. The drawing shows two such devices as they are connected to a three-phase supply circuit for the operation of a three-phase variable speed induction motor. For the purpose of making the drawing clear, the two controller devices are placed back to back; in practice they are placed side by side. The controllers are operated by levers for manipulation by hand. The devices themselves may, therefore, be somewhat removed from the operator.

Each controller part comprises an auto-converter or compensator, the controller frame with running and reverse arm and the contact segments which are connected to the taps of the auto-converter or compensator. The frame of the controller is in the shape of a segment of a circle, around the arc of which a series of copper segments are securely fastened and insulated from one another. The movement of the running arm which travels in an arc of a circle, completes the circuit between the supply line through the respective auto-converter tap to the phase of the motor to which it is connected. The reverse arm is used merely to reverse the direction of the current in either phase and thereby reverse the direction of rotation of the revolving element of the motor. This reversing mechanism is usually interlocking, so that it becomes impossible to place sudden strains upon the motor or the crane devices by a wrong manipulation of the levers.

This arrangement can also be used for the operation of two or more motors from the same set of auto-converters or compensators. This can only be accomplished, however, by connecting the corresponding points on the controllers to the same auto-converter or compensator terminals and to the corresponding motor terminals. The drawing in Fig. 1 shows

the usual three-pole switch with fuses mounted as a part of the same. There is a middle wire and two outside wires. The middle wire can be run straight through and connect with the corresponding terminal of all the motors that are to be operated from the same set of auto-converters or compensators. One motor will therefore require three wires from the controllers and converters (for a three-phase motor) and each additional motor will require two additional wires, the completed connections for a single motor being as shown in the figure. For any additional motor, the scheme of connections would be relatively the same.

The controller arrangements shown in Fig. 1 can be applied without change to a three-wire, two-phase circuit and a two-phase motor. Should it be required to operate a two-phase motor from a four-wire circuit, then the same controller can be used, but the connections with respect to the same will be somewhat different. Four wires will be required for the first motor of a set and three additional wires to the common wire for each additional motor.

In general, special controllers are usually used for motors of a larger capacity or rating than 50 h.p. These special controllers may be quite similar to the type outlined in Fig. 1 or they may have a few low voltage points to be used in the gradual starting of the larger sizes of motors, which after being started may be required to run at their full speed.

Two-phase variable speed induction motors may be operated from the circuits leading directly from the generators which supply the lines with energy. They may also be operated from static transformers from two-phase or three-phase high voltage circuits in an analogous manner to what has already been described for the operation of the constant speed types of induction motors. Three-phase motors may be operated from generators directly or through transformers from two-phase, three-phase or monocyclic high voltage circuits.

In connection with the crane type of controller shown in the diagram of Fig. 1, it will be noted that at the

bottom of the contact arm, there is shown in dotted lines, what is termed a "preventive resistance." This is placed there and is connected as shown by the dotted lines to the contact fingers on the upper end of the same arm, and which contact fingers engage with and move over the segments of the controller face. The function of this preventive resistance is to offer a by-path for the current as the contact fingers are moved backward and forward over the segments. By furnishing such an auxiliary path for the current, then when the contact fingers are leaving one segment of the controller to another, the preventive resistance suppresses the arcing which would otherwise form at the segments. Its object is, therefore, to prolong the life of the segments and of the contact fingers, because the service of crane motors and, therefore, the controllers employed for their operation, is very severe by virtue of the frequency with which the contact fingers are caused to move across the faces of the segments in the starting of the motor and the varying of its speed.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

CHICAGO, ILL., July 7, 1909.

EDITOR TRAIN RULES DEPARTMENT: Please give me your opinion on the two following questions and oblige a number of readers who are interested.

First question: Trains Nos. 1, 2 and 19 are double first-class trains. No. 23 is first-class and No. 95 is third-class. When No. 2 arrives at G they get an order reading: "No. 1, No. 19, No. 23 and No. 95 have right over No. 2 K to G." No. 2 has time enough to make intermediate stations between K and G for these trains, but the question is, how much time will No. 2 have to clear these trains? Under time-table rules No. 95 clears No. 2, 10 minutes; No. 23 clears No. 2, 5 minutes. Also say if a right of

track order changes the class of a train when it is given. Second question: No. 4 receives the following order: "No. 4 run 1 hour late C to H and 30 minutes late H to P." How much time can an inferior train, moving in the same direction as No. 4, use from G to H? The running time of No. 4 from G to H is 7 minutes. **MEMBER DIV. 10.**

Answer: In regard to the first question, No. 2 would have to clear the time of No. 23, 5 minutes; and they would have to clear the time of No. 95, 10 minutes. No. 2 would have to clear the time of No. 1 and No. 19 as many minutes as No. 1 and No. 19 were before required to clear No. 2 under the rules. A right of track order does not change the class of any train; it simply reverses the rights of trains. In this case No. 2 under the rules was superior to No. 1, No. 19, No. 23 and No. 95, but when the right of track order was issued it made No. 2 inferior by right (that is to say, by train order) to other trains. The class of No. 2 and the other trains remains the same. When this right of track order is used, if the second named train reaches the point last named before the other train or trains arrive, it may proceed keeping clear of the opposing train's time as many minutes as such opposing train formerly required to clear the second named train under the rules.

Answering the second question: Supposing that No. 4 was due at G at 5 p. m., No. 4 being a first-class train, the inferior train moving in the same direction would have to be clear at H at 6 p. m. Rule 86 providing that an inferior train must be clear of a first-class train at the time such train is due to leave the next station in the rear. No. 4's schedule time at G would be changed to 6 p. m. by the order to run one hour late.

LOS ANGELES, CAL., June 8, 1909.

EDITOR TRAIN RULES DEPARTMENT: Please give me your opinion on the following situation: A is the western terminal and Z is the eastern end of the division. Even numbers run east and odd numbers run west. All trains are the same class.

(Order No. 1.) "No. 10 will meet No. 1 at B and meet No. 11 at C."

(Order No. 2.) "No. 12 will meet No. 11 at B."

While No. 10 is waiting at B (B is non-telegraph station) it is overtaken by No. 12 holding order No. 2. No. 1 has nothing against No. 12. Can No. 10 precede No. 12 to C on No. 12's schedule superiority and notify No. 11 that No. 12 is coming to C?

On the other hand No. 1 is delayed at C, putting in a brass, and after they are ready to go they cannot proceed account of No. 12 being overdue at C. At this time No. 11 arrives at C and finds No. 1 and as No. 1 holds orders to meet No. 10 at B and No. 11 holds orders to meet No. 12 at B, why cannot they both proceed to B under Rule 94? Or could No. 1 go to B for No. 12 on the authority of No. 11's order against No. 12 and meet No. 10 at B and then let No. 10 go to C for No. 11 and then No. 11 go to B for No. 12?

Do you think either a tie-up or a collision can be caused by these orders? If so, why? If not, then what would be the proper procedure, within the meaning of the Standard Code of Train Rules?

F. A.

Answer: No. 12 and No. 10 are both tied up at B. No. 1 and No. 11 are both tied up at C. The reason for this is that not one of the trains concerned has right or schedule of itself which permits it to proceed, and, by looking at Rule 94 you will see that it requires that whenever a train is taken against the right or schedule of another train under its provisions, the train on whose right or schedule the movement is made must have right or schedule of its own which will permit it to proceed without the use of any right or schedule held by the other train. Not one of the four trains concerned in this example has right or schedule which permits it to proceed without the aid of some right or schedule held by one of the other trains, therefore no movement can be made under Rule 94. The proper procedure under the circumstances would depend upon conditions. Supposing that both B and C are non-telegraph sta-

tions, No. 10 and No. 12 would probably send a flag ahead and follow it to C, unless there was another eastbound train of the same class due within a short time, in which case, say, No. 14 with no orders about No. 1 and No. 11 could take No. 10 and No. 12 ahead of them to C, under the provisions of Rule No. 94.

The second paragraph of Rule 94 reads, "When a train unable to proceed against the right or schedule of an opposing train is overtaken between telegraph stations by an inferior train or a train of the same class having right or schedule which permits it to proceed, the delayed train may, after proper consultation with the following train, precede it to the next telegraph station, where it must report to the train dispatcher." Note the words, "having right or schedule which permits it to proceed." These words are the keynote of the rule, and under no circumstances must they be interpreted to mean that the "right" (train orders) or "schedule" of the train which they overtake can be pooled or combined with the overtaking train's rights or schedule to allow them to make the movement. They must have right or schedule of themselves which permits them to proceed.

AMARILLO, TEX., July 5, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give me your opinion on the following order: "No. 64 will keep clear of passenger extra 484 west after 4 p. m. between Kings Mill and Pan Handle, but will call for orders at White Deer." No. 64 received this order at Pan Handle; the first station east of Pan Handle is a blind siding, the next is White Deer and Kings Mill is 6 miles east of White Deer. What I want to know is, did this order give extra 484 a right over No. 64 after 4 p. m. I do not think such an order restricts the rights of No. 64. No. 64 received a schedule at White Deer giving the extra right over No. 64. A READER.

Answer: The order is not a Standard order, but orders other than the regular forms may be used when conditions warrant. The order directs No. 64 to keep clear of the passenger extra after 4 p. m. and they must certainly keep clear as

directed. It is likely that the order was issued to No. 64 before the extra was started, so as to protect the movement of the passenger extra in case No. 64 was delayed west of White Deer, and as soon as the extra was given orders a copy was sent to No. 64 at White Deer. The movement was entirely safe, if all the facts have been submitted.

CARBONDALE, ILL., June 19, 1909.

EDITOR TRAIN RULES DEPARTMENT:
There has been considerable discussion on the following train orders: Order No. 1. "Engines 52 and 53 will run as first and second No. 52 A to C." When first No. 52 arrives at B they receive the following order: Order No. 2. "Second No. 52 is annulled B to C." The question is, will first No. 52 take down signals at B on this order?

Also please give me your opinion on the following: If a regular train has an arriving and leaving time at a station and they arrive at that station more than 12 hours late on that arriving time and get ready to leave less than 12 hours late on their leaving time, can they proceed on their schedule? Div. 512.

Answer: In regard to the first question, if you are working under Standard Rules, the dispatcher has used the wrong form of order. If he intended first No. 52 to take down signals, he should have given an order to that effect, reading, "First No. 52 take down signals at B." And it follows that if first No. 52 takes down signals at B there is no second section to annul from B, as it is of course unnecessary to annul a section when no signals are displayed for such section, consequently the order was not a proper one to give to first No. 52 at B, under Standard Rules. In case first No. 52 displays signals over the entire division and it then becomes necessary to discontinue second No. 52 from B, an order reading, "Second No. 52 of July 4th is annulled B to C" would be entirely proper.

In regard to the second question, if a train arrives at a station 12 hours or more late on its arriving time it has lost title to the schedule and cannot again

assume it without a train order to do so. In such a case the dispatcher can issue an order to it to assume the schedule in case it can get out before it is 12 hours late on its leaving time.

The Electric Telegraph.

J. W. READING.

(Continued from July JOURNAL.)

On Friday morning, the 18th of July, 1866, the "Great Eastern" left her moorings to go to the place where the "William Corry" had buoyed up the shore end of the cable. The morning being foggy it was not immediately located. The crew on the steamship "Albany" were the first to see it and gave notice to the other vessels of the fleet by means of her signal gun.

The cable was hauled up from one hundred fathoms of water and spliced to the great coil on board the big ship. Signals were then tried through the whole cable of two thousand two hundred nautical miles and were found to work perfectly. About 3 o'clock everything was in readiness to once more try for communication by wire between the two continents.

As they headed toward the setting sun the ships were divided up as follows: The "Terrible" went ahead to keep other vessels out of the course; the "Midway" was on the port, and the "Albany" on the starboard quarter.

All the ships had strict orders to keep, as near as possible, their respective positions within signaling distance of the "Great Eastern."

The course taken for the laying of the new cable was about thirty miles south of the one laid the year before; this being done to prevent the new cable being interfered with when grappling for the old should once more be undertaken.

Every possible precaution to prevent accidents was taken. On this trip the men working in the tank were not allowed to wear boots or shoes; even the slippers worn had to be free from anything in the nature of metal. They wore over their ordinary sailor clothing a long canvas dress.

Everything worked successfully until

Thursday the 19th, when the coil got fouled in unwinding and for a time it caused great apprehension of danger, as the great ship had to be stopped and there was danger of the vessel again drifting over and chafing the cable. After three hours the danger was reported over and the paying out was resumed.

The interest in the work was greatly increased by the messages that were continuously being received from the shore. The affairs of the Old World were known to those in the middle Atlantic about as soon as they were known to the Stock Exchange and papers of the great cities.

This intelligence was not confined to the "Great Eastern" alone, for, by an arrangement of signals, the news was conveyed to the other vessels.

Sunday, July 22, they reached a point about thirty miles south of where the cable of the year before had parted; having at this time paid out about one thousand two hundred and thirteen miles.

At this time Mr. Field sent a message to Valentia asking for the latest news from Egypt, India and China, so that he could telegraph it to the principal cities in America as soon as he reached Heart's Content. In just 8 minutes he received the following answer: "Your message received and is in London by this."

On Wednesday, July 25, the convoy neared the banks of Newfoundland, and great was the rejoicing on board the fleet as well as in all England, for it was considered that fear of another disaster had about ceased. On nearing the shore rain and thick fogs were encountered and the positions of the boats were known to each other only by whistle signals. They had passed the great depths of the Atlantic and on Thursday there were many signs, well known to mariners, that they were near the coast. There were the sea-birds, and they, like Columbus, could "snuff" the smell of land. Captain Anderson had signaled to the "Albany" to start at day-break Friday morning to find the station ship and should he fail to find her try to make the land so as to guide the fleet up Trinity Bay. Another signal was sent to the "Terrible" and "Midway" to proceed ahead and with the

"Albany" establish a line so the big paying-out ship could work her way in regardless of the dense fog which hung over the waters.

Friday p. m. the "Great Eastern" was not more than fifteen miles out, but the heavy fog made serious delay.

The repeated signals from the leading ships were accurately interpreted, but progress was slow. Saturday at 8 o'clock a. m. the massive fog lifted enough to permit seeing both shores of Trinity Bay, disclosing the entrance to Heart's Content. The pathway into the harbor had been prearranged by a line of buoys. The people were ready to welcome the fleet. The British and American flags floated over the church, telegraph station, and other buildings. At 9 o'clock, ship's time, the cable was cut and arrangements made for the "Midway" to lay the shore end. On this same morning the *London Morning Times* had in large type head-lines the following: "It is a great work, a glory to our age and nation, and the men who have achieved it deserve to be honored among the benefactors of their race."

The words were telegraphed to the "Great Eastern" and bulletined before the cutting of the cable for laying the shore end.

The little harbor known as Heart's Content is a sheltered nook where ships may safely ride at anchor. It is but an inlet from the great arm of the sea known as Trinity Bay, which is sixty or seventy miles long and twenty miles broad. At the time of the arrival of the "Great Eastern" the little village on the beach contained not more than sixty dwelling houses and these were mostly occupied by the hardy men who made fishing their sole occupation.

The little town was never heard of outside of Newfoundland until 1864, when Mr. Cyrus Field decided it to be the proper place for landing the ocean cable. The old landing of 1858, it will be remembered, was at the Bay of Bull's Arm at the head of Trinity Bay. Heart's Content was chosen on the second occasion because of its deep water.

The brief record given of the expedi-

tion tells the story without any frills. To those on the boats the routine was not much changed, but upon the shores of England the excitement increased as the certainty of effort became apparent.

In America all was uncertainty. Some had gone to Heart's Content, hoping to witness the arrival of the fleet, but not so many as the year before, for the memory of the last failure was too fresh. The correspondents of the American papers were waiting anxiously for the first evidence of the fleet's arrival. The morning when the first ship was seen it created great excitement in the little hamlet.

The "Albany" was the first to round the point and enter the harbor; the "Terrible" next; the "Midway" stopped an hour or two to splice on the shore end. The "Great Eastern," gliding calmly in, as if she had done nothing remarkable, dropped her anchor in front of the telegraph house.

The voyage did not end the enterprise, for there was still work to be done in opening communication with the cities of the United States. Mr. Field was greatly mortified to find a gap in the line on our side of the ocean. His first question to the superintendent, who came out in a row-boat to meet him, was in regard to the cable across the Gulf of St. Lawrence, which had been interrupted the year before; and it was a bitter pang to hear that it lay still broken, so that a message that came from Ireland in a moment's time was delayed twenty-four hours from Heart's Content to New York.

Months before he left for England Mr. Field had urged upon the company in New York the necessity of rebuilding their lines in Newfoundland, which had been standing ten years, and of repairing the old cable and laying a new one across the Gulf of St. Lawrence. Faith in the enterprise was decidedly lacking on America's shores. Owing to the repeated disasters capitalists were not willing to advance money on uncertainties. They were waiting for results before advancing further capital.

Mr. Field's first inquiry on landing was,

"Is there a steamer to be had in these waters?" Being told of one, he ordered her at once to be chartered to fish up the old cable and repair it. Being told of a little steamer that would carry messages across the Gulf until the cable was repaired, he ordered that she be secured at all hazards. This little boat named "The Dauntless" took her place at once carrying the messages across the Gulf of St. Lawrence. The steamer "Bloodhound" had a more difficult task in raising and repairing the old line. Eleven miles of the new cable was transferred from the "Great Eastern" to the small steamer to be used in repairs and, by dragging, they located the old line in seventy fathoms of water. This being spliced out with a portion of the new made the whole line as perfect as ever, thus giving fresh proof that cables well made were likely to be permanent, if not indestructible.

Owing to the fact that the old cable across the Gulf was still broken, the news of the success of the expedition which reached Newfoundland on Friday, July 27, did not reach New York until Sunday, the 29th.

The first announcement was brief and was sent by Mr. Field, saying, "We arrived here at 9 o'clock this morning. All well. Thank God, the cable is laid and is in perfect working order."

The above message would have been delivered in New York in a very few moments had Mr. Field found the Gulf cable as he expected to find it.

Soon followed the dispatch to the Associated Press, giving details of the voyage and ending with a just tribute to the skill and devotion of all who had contributed to its success.

The repairing of the Gulf cable put New York and other cities once more in quick communication with the Old World. Congratulatory messages poured in from every quarter. Friendly telegrams between the sovereign of England and the President of the United States were exchanged, as had occurred eight years before.

Mr. Field received messages of thanks and admiration for the energy and pluck that he had displayed. Among others,

he received telegrams from San Francisco and Egypt which were handed to him at almost the same moment (the farthest east touching the farthest west) the most ancient of kingdoms answering to the new-born empire of the West.

To recover the cable that was lost in 1865 was the next important move made by the contractors who had last successfully laid a new one — one that should be as enduring as time, and the first of a mighty beginning in lines and news between the old and the new world.

Five days after the successful landing of the cable at Heart's Content the "Albany" and "Terrible" — the vanguard of the telegraphic fleet — were on their way back to mid-ocean. The "Great Eastern" was detained a week longer laying in immense supplies of coal. Anticipating this want, six ships had been dispatched from Cardiff in Wales, weeks before, to await the arrival of the fleet. One of the ships foundered at sea; the others were waiting at Heart's Content, and hardly had the "Great Eastern" cast anchor before they were alongside ready to fill her coal bunkers.

Six hundred miles of cable were transferred from the "Midway" to the big ship, which was to be used in completing the failure of the year before.

On Thursday, August 9, the "Great Eastern" and "Midway" put to sea. They had a little over six hundred miles to run to get to that part of the ocean where the broken cable lay. The "Albany" and "Terrible" had already succeeded in finding and placing buoys to mark the line of the cable. The "Albany" had been fitted with grappling machinery and the crew were decidedly anxious to recover the cable before the arrival of the big ship. In this they came near being successful. They had caught it once and raised it a few hundred fathoms and buoyed it, but rough weather coming on, the buoys were torn away and sinking again carried with it two miles of rope.

This was a big disappointment, but, nevertheless, encouraging. They knew, at least, just where the cable lay.

It was Sunday noon when the "Great Eastern" hove in sight. Monday morning found the weather perfect and the fleet together, and it was determined to commence operation at once. It was fortunate that when the cable broke, August 2, 1865, it was shortly after the noon hour with the sun shining brightly. This gave a chance to make a perfect astronomical observation. This made it easy to go back to almost the identical spot where the broken end disappeared. The waters were very deep, but they could touch bottom and grapple the cable. There was a fear, however, that no power could be applied that could lift it without breaking it. Calculations had been made that in raising the line from a depth of over 13,000 feet there would be about ten miles of its length suspended in the water.

To ease the strain at any one point it was suggested that two or three of the vessels grapple it at various points.

Friday, August 17, the cable was brought to the top and in full sight of the crew of the big ship and yet finally escaped. The day before, the grappling line had been cast over at about 2 o'clock and struck bottom a little before 5. After dragging a couple of hours the increased strain indicated that they had hooked the prize and they began to lift it, but were compelled to stop, as night came on. Friday morning at daylight they again resumed operations, and by 10:30 had lifted the cable 2,300 fathoms, only fifteen or twenty remaining. This was the critical moment and they paused before giving a last pull. A little later the valued prize was in sight and its appearance brought forth tremendous hurrahs from all on board. Their exultation came too soon. The strain on the cable was already nearing the dangerous point. Captain Anderson and Mr. Canning were standing on the bow and saw that strands in the line were parting, but before measures could be applied to prevent breaking, it parted close to the grapnel and once more went to the bottom. The cable had been in sight five minutes.

It was a cruel disappointment, but had

proved what they could do. But this failure detained them in the middle of the Atlantic two weeks more; caused mostly, however, by bad weather. For nearly four weeks that the fleet were at sea they had not had more than four days of clear sunshine without wind.

As the days and weeks wore on the crews became worn out and discouraged. The tension on their nerves, caused by the long suspense, was very severe. Supplies were beginning to give out. The crew of the "Terrible" were on half rations and Tuesday, August 27, that steamer started for St. Johns to get coal and other necessities. At the same time it was decided that the three other ships should leave their present cruising grounds and try a new spot. As an old fisherman who has cast his line in one place so often as to scare the fish away has better luck in other waters, so they proposed to go east 100 miles where the ocean was not so deep.

The last day of August had come and all seemed favorable for a final attempt. The grapnel was cast overboard for the thirtieth time and at ten minutes before midnight had found the cable. Feeling that they had it without mistake, great care was used in starting it from the ocean-bed. In about five hours they had it within 1000 fathoms of the top of the water, where it was allowed to hang suspended from the ship. To make sure this time the "Great Eastern" buoyed the cable and moved off two or three miles to take a fresh grip. The "Midway," which was two miles farther west, was ordered to grapple for it also; and, having caught it, to heave up with all force till she should bring it on board or break it. This was done and the cable parted when the crew of the "Midway" had it within 300 fathoms of the top. This lessened the weight that the "Great Eastern" had to lift. The operations were very slow and it was many weary hours before success was at last attained. As Saturday midnight drew on the excitement was intense. Still not a word was spoken only as orders were given. The bulwarks were crowded with anxious watchers peering into the darkness below.

As the cable approached the surface, two men were lashed with ropes and lowered over the bows to make fast to the cable when it should appear.

As soon as it showed itself they attached large hempen stoppers and to these were fastened five-inch ropes.

They had at last gotten the cable of 1865, but there was no such shouting as went up when it came in sight two weeks previously. The anxiety was not over. It was feared that it might be useless on account of a break in the eleven hundred miles between the ship and Ireland.

When the end of the cable was passed along the deck to the testing room to see whether alive or dead, it was an anxious group that followed it. The electricians attached it to the galvanometer, then patiently waited for some message from their home land. It was not long, however, that they were kept in suspense, and great was the joy among officers and crews when the electric spark told that the cable was not injured.

While great rejoicing was taking place aboard the telegraph fleet we may turn to the other end of the line. At Valentia an electrician had been on duty since the breaking of the cable.

Twice every day he tested the 1,240 miles for conductivity and insulation. The object was not any expectation of a message, but simply to keep an accurate record of the condition of the wire. That eventful Sunday morning, while the shore end was being watched, a peculiar indication gave evidence that a message was at hand. In a few moments afterward the unsteady flickering changed to coherency, the instruments worked well and both England and America soon knew that the lost cable had been recovered uninjured.

After the recovery of the line the "Albany" at once sailed for England and the "Great Eastern" and "Midway" turned to the west. The splice had been made and at 9 o'clock that night the great ship was again paying out cable and reached Heart's Content with the second great telegraph line Saturday, September 7, 1866.

Railroad Gleanings

Passenger Rates Up Again.

Now that the higher courts have ruled against the 2-cent rate law in Pennsylvania, the Philadelphia & Reading Railroad has announced an increase in passenger rates to the 2½-cent basis on one-way tickets, to take effect on and after July 3.

Big Fish Eating the Little.

Kentucky learned on the 26th that the Louisville & Nashville had closed its purchase of another local line, that of the Louisville & Atlantic Railroad, operating 104 miles of track between Versailles and Beattyville Junction. The Louisville & Nashville gets a majority of the stock and all the bonds and notes.

Lackawanna Melon Cut.

In announcing the formation of the Delaware, Lackawanna & Western Coal Company for the purpose of taking over the coal properties held by the railroad of the same name, President Truesdale of the railroad company told the public of what the directors had done. First they had declared a cash dividend of 50 per cent; second, a stock dividend of 15 per cent, and, third, had authorized the officers to sell all the coal at the mines or within the state. This is done to meet the decision of the Supreme Court recently rendered. Stockholders of the railroad may subscribe for shares in the coal company at the rate of four for one.—*St. Louis Globe Democrat.*

Headlight Law.

The legislature of North Carolina has passed a law requiring electric headlights to be used on all railroad locomotives running at night in the state. The law specifies an electric or power headlight of at least 1,500 candlepower measured without the aid of a reflector. One-fourth of the locomotives of any system must have the headlights by April 1, 1910, one-fourth the year following and the entire number must all be equipped by April 1,

1913. The law does not apply to locomotives used regularly for switching, used in the daytime only, or to locomotives running to shops for repairs.—*Popular Mechanics.*

Headlight Conference.

The Indiana Railroad Commission on June 29 held its third conference with railway officers and locomotive engineers concerning headlights. As in the previous conferences the enginemen were unanimously in favor of the oil lamp. At a conference in Evansville some enginemen spoke in favor of the electric light. The majority of those present were from the Evansville & Terre Haute, a part of the Frisco system. The commission visited the Schroeder headlight factory in Evansville, where tests were made and comparisons shown between electric and oil lamps.—*Railway Age Gazette.*

Georgia Headlight Law.

Under an agreement between the attorney-general of Georgia and the railway companies, the state law requiring the use of electric headlights on main lines is to be tested in the courts, pending which there will be no prosecutions for non-compliances.

Publicity of Railroad Accidents.

The policy of the Harriman lines is to be frank with the public in company matters. When a serious accident occurs, an open board of inquiry is promptly convened by the division superintendent, consisting of himself, the master mechanic, the division engineer, and two or more prominent representative citizens. This board, a high-class jury, hears evidence and publishes its findings in the local press. Not infrequently a newspaper man is a member of the board. If this board does get to bottom facts, a second is convened, composed of general officials and of prominent citizens of the state; for example, an ex-governor, a well-known banker, a leading editor, a retired general officer of the army, etc. This policy has greatly improved disci-

pline and educated public sentiment. The men are eager to avoid the published censure of their fellow citizens. The public is pleased with the frankness of the companies and sympathizes with their difficulties. Personal injury settlements are no heavier—if anything, are lighter—under this policy. It is idle to argue that liability can be avoided by a suppression of information.—*J. Kruttschnitt before the New York Railroad Club.*

Enforcement of Railroad Hours of Service Law.

Suggestion that the enforcement of the so-called "hours of service law," relating to the employment of men on railroads, be postponed until there is a final decision of the Supreme Court of the United States determining all possible controversies as to its construction "cannot be entertained," according to an announcement by Attorney-General Wickersham in a letter made public on June 26. The request for postponement was made by General Attorney S. H. West of the St. Louis Southwestern Ry., to the Interstate Commerce Commission, which referred the letter to the department of justice. The attorney-general says: "This statute has been construed by the United States district court for the Northern district of Illinois in the case of the United States against the Atchison, Topeka & Santa Fe Ry., and in the judgment of this department the court's view is the correct one. Until that decision is modified or reversed the statute as thus construed must be accepted as the law, binding upon every interstate railroad company and upon their managing officers. It is the duty of the Interstate Commerce Commission to enforce this statute as thus construed, and the commission has been so advised by this department."—*Railway and Engineering Review.*

Canadian Pacific Railway Safety League.

The Canadian Pacific Safety League of West Toronto (said to be the first of its kind in America) held a grand smoking concert on Friday evening, May 21.

About 300 employees were present. Thirteen meetings of the league have been held to date with much benefit to those who have attended. Upwards of thirty rules and other practical topics have been discussed, some of them several times, and as a result a number of rulings have been obtained. The league has 63 members enrolled, while upwards of two to three hundred employees have attended one or more meetings and come under its influence. A league has also been formed at Havelock, which is doing good work.

It is believed that every man belonging to the league and entering into the spirit of it will become a more careful and competent employee; not one of the members has come under the stigma of a demerit mark since joining it. The aim of the league is to mutually benefit one another by lessons gained from daily experiences on the road, in the shop, etc.; lessons which will teach the members to strictly observe the rules, to exercise the best possible judgment by pointing out the wrong way to do things and to observe caution in carrying out the high and important duties connected with the handling of trains, etc.

It may be added that the league was organized expressly for the employees, and while high officials are not excluded from the meetings they are not supposed to attend. The Safety League, therefore, is a place where employees may meet and express themselves freely on any matters affecting their work. All complaints discussed and suggestions made, etc., are strictly confidential and are acted upon impersonally. C. Hudson, of the fuel department at West Toronto, is secretary.—*Am. Engineering and Railroad Journal.*

America's Greatest Asset, the Railroads.

At the annual meeting of the Elmira, (N. Y.) Chamber of Commerce, April 13, its president, John M. Connelly, in the course of his address, spoke as follows relative to railroads:

"With the tariff revision bill disposed of; with an early returning home of our

state senators and assemblymen; with no more fear of unwise and vicious legislation against corporations and corporate interests and especially against the railroads, signs of returning prosperity will appear. We are at last beginning to realize that the railroads are America's greatest asset, the pulse of the commercial world, the pioneers of industry, the greatest employers of labor and the greatest consumers of products. We say tonight to our representatives—let them alone. We believe in regulation, but not in persecution, and we call a halt. When you strike at their vitals our factory wheels cease to revolve, our men by thousands idly roam the streets and our children cry for bread. The whole fabric of our industrial world is shattered, our nation distressed and poverty and discontent stalk through the land. Let us return to the square deal and see that the deal is square. Let the corporations and the lawmakers adhere to the Golden Rule and each do unto the other as they would the other would do unto them.

"When these things have all come to pass the fog will soon lift and the bright sunlight of returning prosperity will cleanse the atmosphere and bring joy to the hordes who labor and earn their bread by the sweat of their brow."—*Railway World*.

Conservative Regulation Necessary to National Prosperity.

W. C. Brown, president of the New York Central lines, was the principal speaker at the annual banquet of the Watertown (N. Y.) Chamber of Commerce. He referred to the political attacks on the railroads as in great part responsible for the business depression of 1907. Continuing he said:

"I do not want to be understood as for an instant questioning the right of the general government and the several states to regulate and control the railroads and other corporations that they create. It is not only the right, but the duty of the nation and the state to so regulate and so control.

"Under our form of government, the

people rule, and the terms 'rule' and 'regulate' are synonymous. The right to rule or regulate carries with it the power, if unwisely exercised, to very seriously injure the interest or thing regulated. In view of this, should not the right to regulate railroads by both the state and nation be exercised in a spirit of broad-minded, unprejudiced, judicial impartiality, uninfluenced alike by the importunities of great interests on one side or uninformed popular clamor on the other? Should not the right to regulate, the power to control, carry with it the solemn duty to protect in every proper and legitimate way the interest thus controlled?

"Authority to regulate the railroads of the country has been and is being conferred upon national and state commissions; limited only by that provision of the Constitution that protects the property of the citizen from confiscation. Does not the interest of every citizen, the growth, the development, the prosperity of the nation, demand that this power be used, not in anger, not in a spirit of retaliation, but conscientiously, with the most scrupulous conservatism, and above all with the broadest possible constructive wisdom?"

In speaking of the progress and development of the railroads, President Brown said that today the railroad mileage of the United States exceeds 228,000, and that more than 885,000,000 passengers per annum are carried. The annual earnings of these railroads, he said, aggregate more than \$2,600,000,000, and of this sum more than 77 per cent is immediately redistributed in the payment of wages and taxes, and in the purchase of equipment and material. In the operation of these railroads more than 1,675,000 men are directly employed.

"And mark this fact," he declared: "This vast army of men engaged in producing the commodity of railroad transportation at an average rate of 40 per cent lower than is shown by any other country, is paid an average wage of 50 per cent higher than is paid in any other country where railroads are established."—*Railway World*.

Review of Russian Railways.

The following information concerning the expenses, mileage, proprietorship, and traffic of the railways of Russia is furnished by Consul Hunter Sharp, Moscow:

During the last ten years the Russian government has spent \$944,510,000 on increasing the efficiency of the railways and constructing new lines.

At the beginning of 1908 the entire railway system reached a length of 40,111 miles, having been increased during 1907 by 1,173 miles, principally made up of new government lines in the north of European Russia, connecting St. Petersburg with Viatka, thereby establishing a direct line from St. Petersburg to Tcheliabinsk, on the Siberian Railway, via Vologda and Perm.

The proprietorship of the Russian railways is divided thus: Government, 27,263 miles; private, 11,439 miles, while there were 1,409 miles of local railway in 1907. During 1907 there were 1,410 miles of railway under construction, of which 555 miles consisted of a second track along the Siberian Railway, while during the present year the length of the government railways will be considerably increased.

The passengers conveyed in 1907 on the government railways numbered 93,028,000, and the goods transported weighed 106,134,613 tons. The total receipts amounted to \$251,835,000.

There is another project on foot, the proposed Southern Siberian Railway, to be constructed by a private company. The proposed route of this railway line starts from Omsk, running south along the left bank of the Irtysh river to the station Voskresensk-Pier, then crossing to the right bank of the Irtysh to the city of Pavlodar. From this point the railway is to branch off in two lines, the southern branch running along the Irtysh river and terminating at Semipalatinsk; the eastern branch running from Pavlodar to Barnaul, through the Kuludinsk steppe, on a perfectly straight line for a distance of about 107 miles, and reaching the isthmus between the lakes of Kulu-

dinsk and Kutchuk. From there it is to be laid through the villages of Ovetchkin, Pavlovsk, Shachovsk, to the city of Barnaul.

The total length of this railway will be 757 miles, and the cost of construction is estimated at \$25,750,000. The nominal capital of the company is to be \$34,257,800, \$3,900,000 cash capital, and the remainder, \$31,167,800, to be raised on shares bearing 4½ per cent interest. The term of the concession has been fixed for eighty-one years, the government reserving the right to acquire the railway from the company at expiration of twenty-five years.

By the building of this line a new era will be created in the development of trade in southern Siberia. It will bring the Semipalatinsk - Barnaul-Ust-Kamenogorsk-Altai-Kirgeese steppes and Eskibas-Tuzak coal-mining districts in touch with the Trans-Siberian Railway, affording facility for the shipment of butter, meat, hides, lumber, wool and coal.

Already there are many thriving cities in Siberia which have been opened up to foreign trade by means of the Trans-Siberian Railway. When a second track for the existing Siberian line, costing \$72,100,000, and a new line in Siberia to join the main line with the Far East on the Pacific, with an approximate cost of \$133,900,000, have been completed, and the projected line from Omsk to Semipalatinsk and Barnaul has been built, the utility of the railway system in the Empire will be greatly enhanced.

—*International Railway Journal.*

Boston & Maine Pension System.

The Boston & Maine has procured the passage of an act by the legislature of Massachusetts authorizing the establishment of a pension system for its employees, though the company has not yet decided when it will take advantage of the act. The law is chapter 435 of the acts of 1909. It authorizes the organization of a pension association. All employees may become members; those desiring to stay out must give notice in writing within three months after the

date of beginning business; all entering the service after the association is organized must become members, but temporary and joint employees may be excluded, by rules to be adopted by the trustees. The permissive and compulsory age limits for retirement from service are left to be decided by the trustees. The association shall be established only on a vote of the directors of the road and a two-thirds vote of the employees voting on the question.

Three trustees are to be appointed by the directors of the road, three elected by the association and a seventh chosen by the other six members. The six trustees first named serve without compensation, but they may vote to pay the seventh. The trustees shall adopt mortality tables, rates of interest and other fundamental features, subject to the approval of the state insurance commissioner and the state actuary.

Each member joining the association pays an entrance fee of \$1, and subsequent annual fees of 50 cents, and these payments shall be duplicated by the railway to form a fund for expenses of administration. Each payday each member shall deposit in the annuity and pension fund a certain percentage of his wages; the percentage, not exceeding 3 per cent, is to be determined by the trustees, subject to the approval of the directors of the road. By approval of the directors and of two-thirds of the members, the assessment may be made more than 3 per cent. The fund contributed by the employees is to pay annuities, and an equal fund to be contributed by the railroad is to be used to pay pensions. There is a provision that the sum contributed by the railroad may at any time be increased or diminished by the directors of the road. Any member may authorize the railroad to make additional deductions from his wages, to provide for additional annuities. A member who leaves the road shall have his money refunded without interest; if one dies before having served years enough to entitle him to a pension his legal representative shall be entitled to the money he has paid, with interest, and a member forced to retire

on account of disability, due to accident or disease, before becoming entitled to a pension, shall have his money back with interest. From the fund contributed by employees payments may be made in the form of life annuities payable monthly, or life annuities payable monthly with the provision that in the event of death of an annuitant before receiving payments equal to the sum of his deposits, with interest, the difference shall be paid to his legal representatives. Members retiring under the regulations, at the proper age shall receive pensions according to their service in the past; that is to say, though the association may have been running but a short time and the employee may have contributed but a small sum in the aggregate, the railroad company will pay him pensions based on his past service. This means that, for example, if the association shall be established in 1910, an employee who shall retire in 1911, who has been in the employ of the company 30 years, will receive an annuity based on one year's service, but a pension *from the road*, based on 30 years' service. The trustees may decide what an employee's average wages have been in the past. The pension system shall not be deemed to be an insurance company under the laws of the commonwealth. The insurance commissioner and the state actuary shall have access to the books, papers and securities to examine them; and they are to make an examination at least once a year. If any law is violated, the insurance commissioner may go to the attorney-general with a view to prosecuting the offender.
—*Railway Age Gazette*.

Harriman Mexican Lines to be United.

E. H. Harriman, through his new \$75,000,000 Southern Pacific Railroad Company of Mexico, which was incorporated at Trenton, N. J., will merge the various lines now controlled by his system in that country, and incidentally carry out extensive improvements mapped out just previous to his departure for Europe a short time ago. The capital stock is divided into 750,000 shares of

the par value of \$100 each. The incorporators are: Charles C. Tegethoff, George E. Downs, William S. Johnson and Charles Franklin, all of 120 Broadway, employees of the Southern Pacific, and Robert McCreary, 254 Elizabeth street, Elizabeth, N. J. The combined holdings of these men amount to ten shares.

The new company will acquire the lines now being built by the Southern Pacific Company on the west coast of Mexico which, when completed, will extend from Nogales, Ariz., through Guaymas to Guadalajara, Mexico. The new company also will take over the property of the Cananea, Yaqui River & Pacific Railroad. Together these lines comprise 1,600 miles of railroad. The stock of the two companies named is now owned by the Southern Pacific, which desires now to take over the property through the medium of the Southern Pacific Railroad Company of Mexico.

The entire \$75,000,000 capital stock of the Southern Pacific Railroad Company of Mexico will be turned into the treasury of the Southern Pacific Company, the holding corporation. None of the stock of the Southern Pacific Company of Mexico will be offered to stockholders of the Southern Pacific Company either for subscription or as a bonus.

The company's charter is very broad. Aside from stating to what concessions in Mexico the company succeeds, the charter provides that it may acquire and operate, sell or lease lines of railroad, telephone or telegraph with their franchises in the Republic of Mexico.

Speaking of the proposed plans of the new company Judge Lovett, general counsel for the Harriman lines, said: "The new \$75,000,000 corporation which has been incorporated under the laws of New Jersey, will take over the lines of the Southern Pacific Company and carry on proposed improvements in Mexico. One of these lines is the Cananea, Yaqui River & Pacific Railroad Company. The Southern Pacific Company has been building in other parts of Mexico. It has 800 or 900 miles of railroad down and is still extending its operations. It is

not contemplated to make any change in the management of the lines. Epes Randolph, who is now general manager, will continue in that capacity.—*Railway World*.

Health—Yours, and Other People's.

There are just a few things in this country that awaken fear in us, generally. We need not go to Africa with Teddy to dread sleeping sickness, nor to Asia to see what plague is like, nor to some ports of South America to learn how cholera swoops down on a village and wipes it off the earth, so far as its population goes—grandsire and babe at the breast, workers coming from the little fields, idlers joyous in the prospect of tomorrow's *fiesta* which will never come to them.

These and such as these—we have no fear of them. Consumption, typhoid and children's diseases—these are *our* "terror that walketh at noonday." The whole country seems to be waking to the importance of providing against these dreadful things, and particularly in the feeling that the masses must have better protection against tuberculosis.

First and greatest of the protective measures is education, and with this in view, of the making of articles there is no end. From the studies of all who work at their trade of helping mankind, information goes out, plain talk, such as in my youthful days would have been considered pretty nearly indecent—certainly quite undesirable. People now are taught not to expectorate promiscuously—in some places they are promised a good fining if they do so—only somebody must catch them at it, have them arrested, prove that they did it, and so on—and we are all too busy; though one or two or a dozen cases carried out to the fining stage would do more good than all the neatly printed placards now set forth in several states for several years. Not but what the placards will help, all right—finally, they, too, will begin to teach that duty comes before comfort, and finally the public that spits will spit in the sacred privacy of its own place of

abode. I saw a lady fall flat on the overhead crossing at Wabash and Randolph, recently. Some hog who did not know or care had let a gob of filth fly from his mouth, she stepped there, her foot slipped—I ought to beg the hog's pardon for the comparison!

Fresh air, nourishing food, plenty of water inside and out—nobody needs a doctor for these—the need is to *know* they're needed. If I didn't grow so unprofessionally angry, I could weep over the things I see and hear. I had a patient, a few years ago, a young woman whose mother took pains to assure me that Elfie simply could *not* breathe the night air.

"Why not?" I asked of course. Well, it gave her "*more cold*," she waked up earlier in the morning, it gave her an appetite apparently for things a sick girl ought not to eat, and so on, with all the arguments fond foolishness could devise. I had to do a good deal of talking and some sending in of other men's printed talk before I could convince her that at night the only air available is *night air*; and that if she shut out all of it possible from Elfie's room, and let her take into her sore and wounded lungs the filthy, re-breathed, foul-smelling poison she was now using—air where a lighted candle, I fancied, grew to have a discouraged look—why, she stood to pay an undertaker's bill, as well as a doctor's. Arguing with her was a good deal like thumping a pillow—she got right back to the same inane smoothness, the same bland pertinacity. Elfie came to my aid—she slept in the fresh air, she took the exercises I recommended, she kept her mind off her ailments and—the Saints be good to her—she simply refused to put anybody else's life in peril by throwing expectorations about. Rice paper, cheap toilet paper—and a box of safety matches when she was out of the house, as she was whenever possible, all precautions she could take, all care she could give, she saw to, and now, in spite of having an amiable simpleton—with no chin to speak of—for a mother, the girl's *well*.—*By Phelps, M. D., in the Northwestern Bulletin.*

Red Skirt Saves Train.

"Give me your red petticoat," shouted Peter Maloney, Winsted, Ct., an employee of the Central New England railway, to his wife, as he dashed into their home beside the railroad tracks east of Winsted early this morning.

"And what do you want with my new petticoat?" demanded Mrs. Maloney.

"Off with it quick," continued the railroad man, almost breathless, "and don't ask so many questions."

Maloney with the red petticoat in one hand darted out of the house across a meadow. Mrs. Maloney saw a trestle on fire; Maloney reached it in time to flag an approaching train. Had the train plunged through the gap, loss of life would have resulted. The fire was extinguished and morning trains transferred passengers at the scene of fire, which is supposed to have caught from a locomotive cinder. Mrs. Maloney's new red petticoat wasn't even soiled, Maloney said.—*Cleveland Plain Dealer.*

Independence Day—Canal Zone.

In the Canal Zone the terrors of section 22 evidently have no force, for on Independence Day, July 5, everybody carried on the trains of the Panama Railroad rode free—and the company was not stingy in the number of trains, seven being run through each way over the whole length of the road. The trains due to start from either end of the line at 10 p. m. waited until after the close of the exhibitions of fireworks, and those scheduled to start at 1 o'clock the next morning were held until after the dances. These midnight trains were "limited," in that the road reserved the right to exclude objectionable passengers—a rule which might well be applied with more severity on some midnight trains outside the Canal Zone. The Panama Railroad time-tables, announcing the regular and extra trains for Independence Day were printed on sheets bordered with prints of little flags in red, white and blue.—*Railway Age Gazette.*

News Gleanings.

Wages of 3,500 are Increased.

The wages of the 3,000 men and boys employed in the plant of the Maryland Steel Company, at Sparrows Point, were increased 10 per cent today, thus restoring the scale in effect prior to April 1, last.—*Cleveland Leader*.

Fight on the Open Shop.

The Republic Iron and Steel Company of Pittsburg, Pa., recently posted notices that on and after July 1 all its mills would be conducted on the open shop plan, thus adding its force to that of the Steel Corporation, which had announced a similar policy to go into operation on the same date in its American Tin Plate Company plant. Neither company would again have formal relations as to wage scale with the Amalgamated Association. The men in the various plants of the trust and the independent company were preparing to strike, although a certain proportion of them had opposed this action, contending that there had been so much idleness in the last two years that they could not afford to be idle.

The majority prevailed and an order issued by President McArdle of the Amalgamated Association compelled no less than 20,000 employees of the American Tin Plate Company to quit their jobs at 12 o'clock midnight of June 30, Wednesday. The independent tin plate companies have quite generally signed the scale with the association.—*Exchange*.

New Labor Peace Plan.

At Lynn, Mass., known as the birthplace of the labor union and the scene of many bitter struggles between capital and labor, a plan looking to the automatic adjustment of all labor controversies has been proposed by a conference of labor leaders and shoe manufacturers. This plan calls for the organization of a fraternal body in which both employers and employees are to be represented and the grand lodge of which is to be the supreme tribunal in the settlement of all disputes. It is proposed that as soon as the various

subordinate lodges are formed in place of the present labor unions an accident and life insurance fund will be created to which both workers and employers will contribute. The grand lodge is to have equal representation from the operatives and manufacturers, will settle all matters relating to wages and working conditions.

Commercial and Industrial.

The first few days of July were full of trouble for the public of at least one large American city, that of Pittsburg, where about 3000 street car employees carried to victory a sharp, but decisive, strike to enforce their demands for the eight-hour day, as previously promised by the traction combine, and for better working conditions. On Sunday the car system was completely tied up, save for five mail cars, which the strikers did not interfere with. The people walked and took their medicine with good grace, most of them being in sympathy with the strikers. The company was meantime gathering strike-breakers preparatory to a forced operation under police protection. On Monday several riots broke out when the breakers appeared on the streets, and a number of men were injured, many shots being fired. Mayor Magee was already in communication with the company and the strike officials demanding that they get together, and threatening to operate the car lines and turn the proceeds into the city treasury. Late that night representatives of the company and the Amalgamated Association of Street and Electric Railway Employees did get together in the mayor's office and came to an agreement which involved the concession on the part of the company of every demand of the men except one. The exception is that of the rule against drinking while in uniform, even though off duty. This is to be arbitrated. The settlement was written down and signed there and then to arrange runs so as to make the day's work not over eight hours on the average, to give discharged men a hearing and not to discriminate against union men in this or former strikes. The men went to work next day.—*Globe-Democrat*.

The Journal

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CHARLES H. SALMONS, - Editor and Manager

Address all matter for publication—Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses to C. H. SALMONS, S. G. E., 301 Society for Savings.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department.

Address all money matters to W. B. PARENT, F. G. E., 306 Society for Savings Building. Send New York or Chicago draft, Express money order or Postal order; never send personal check.

Roster of Membership.

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Statutes. Also all orders for Subdivision supplies.

Advertising Department.

All correspondence relating to advertising in this JOURNAL should be addressed to W. N. GATES, 409 Garfield Building, Cleveland, O.



AUGUST, 1909.

Grafters.

The Grand Office has been informed by Bro. J. W. Hoey, C. E. Div. 598, Richmond, Ind., that fraudulent collections have been made in that city, and he encloses clippings from local papers which state that:

A fraud by which the merchants of this city were fleeced for \$500 and the merchants of Indianapolis for several thousand dollars was today discovered in the office of the Jones Hardware Company. The scheme was so neatly handled that though the work was done Thursday and Friday it was not known that there was a swindle until this morning and then the investigation was started by an accident.

Thursday two men appeared in the city who said they represented the Railroad Employees' Organization and had come to collect the funds which the shippers here contribute each year for beneficiary purposes. They said that the various railroad organizations had combined this year to do the collecting and they would take all the funds which the shipper had been contributing to the different organizations. They had credentials and a list of names of the merchants of Indianapolis who had paid their subscriptions. The lists were signed by the Indianapolis firms with rubber stamp impressions and were marked paid. The

merchants of this city readily paid over their money. They had been used to different collectors from year to year and suspected nothing.

Yesterday the rightful collectors of the city started out to get their yearly funds. Collector Gilbert, a fireman on the Pennsylvania, visited the Jones Hardware Company, and said that he would like to collect. Sharon Jones told him that he had paid his subscription not three days ago. Gilbert left at once and started an investigation. It did not take long to find that there had been a fraud and that the earlier collectors had pocketed the funds they secured.

The list of victims in this city included the largest manufacturers and shippers. At Indianapolis nearly every manufacturer contributed, some to the extent of \$100. The collectors did not state their names; but simply showed their credentials which stated that the bearers were the collectors of the employees' organization.

Mr. Sharon Jones says that one was large and heavy, about 50 years of age, slightly bald and his hair tinged with gray. His face was smooth shaven. The other man was about 45 years of age, smaller in stature, but also heavy. He has dark hair and a smooth face.

Brother Hoey says that the B. of L. E. has never solicited money from the merchants for any purpose since its organization in Richmond, which fact is to be commended, for the organizations are being disgraced in the minds of many business men.

Only a few days since we received a letter from a New York broker stating that a man had been in his office soliciting advertising for a B. of L. E. monthly publication to be put out in Jersey City, N. J.

The word grafter does not properly define these men. They are the worst kind of thieves, for they betray the confidence of the liberal men they swindle and put the organizations whose names they use in a bad light.

Many of our members complain of the rigid restrictions in our law which confines soliciting money for any purpose, advertising or otherwise, to the city in which the members reside; but the law results from these frauds which have been practiced for years. The souvenir book advertising opened the door to numerous rascals who solicited in the name of the B. of L. E. and secured large sums of money before complaint was made, which brought out the deception and theft. In several cities regular collections were made, finally resulting

in complaints to the Grand Office when they learned they had been swindled.

If we are to put a stop to this nefarious practice and the disgrace to the organizations which attends it, directly or indirectly, some rule of procedure must be adopted.

In Cleveland a solicitor must have a certificate from the Chamber of Commerce, that the object is worthy and that the person soliciting is the authorized party.

It would be easy in any chartered town or city for any of our railroad organizations to get a permit from the mayor or some designated officer or board of whatever name, and to have it understood that contributions should not be made unless the solicitor was in possession of such authority, and no standing yearly contribution proposition should be entertained by members of the B. of L. E. for any sort of purpose.

Such a condition is a positive bid for dishonesty, and there can be no excuse for such an understanding with the business community other than charity, and there is no good excuse for that as a general proposition.

We cannot afford to stand still and let this stealing game go on in the name of the B. of L. E., whatever the other Orders in train service may do. It is a good subject for discussion in every Subdivision to the end that our good name may not continue to be contaminated by grafters.

Brother Prenter, Grand Regent.

At a State meeting of the Grand Council of the Royal Arcanum, held in Columbus, O., Bro. W. B. Prenter, our F. G. E., was elected Grand Regent, the official head of the Order in Ohio.

Brother Prenter has long been a member of the fraternal order, and as he is always active in anything he has part in, he has been called to one office after another until he is now at the head of the State organization, an honor much sought after by others in that organization, and a special honor to our Brother Prenter because the place sought him.

While his official duties in the Royal Arcanum will in no way interfere with his duties as First Grand Engineer of the B. of L. E., we predict that much of his energy will be felt among officers and members of the Royal Arcanum, and that his administration will be a notable one for progressive work.

Trackmen Amalgamated in One Order.

The proposal of A. B. Lowe, president of the International Brotherhood of Maintenance of Way Employees, to the officers and members of the trackmen's order, known as the National Union of Railway Trackmen, whose headquarters were at Fort Scott, Kans., to amalgamate into one organization was submitted to a popular vote and the amalgamation effected, the officers becoming fifth, sixth, and seventh vice-presidents of the I. B. of M. of W. E.; and there is now but one organization of trackmen, headquarters at St. Louis, Mo., with A. B. Lowe president and S. J. Pegg secretary and treasurer.

This adds much to the strength of the organized forces of trackmen and does away with the contentions incident to two organizations of men following the same occupation, which naturally bring on jurisdiction, territorial and other contentions which have no place when men of the same class of work and interests belong to one organization.

We predict as a result a pleasant advance of the trackmen's common interest and wish them the success they deserve.

Commissioner of Labor for Washington.

Bro. Chas. F. Hubbard, member of Div. 238, Tacoma, Wash., who received his first appointment at the hands of Governor Mead in 1905, has evidently made good as a state official, as the present Governor, Hay, has reappointed him as State Commissioner of Labor of Washington.

Brother Hubbard is a Vermonter by birth, and began railroad life at the early age of 17 years as an operator. Event-

ually he took a position as fireman with the C. & N. W. Ry. at Minneapolis, on which road he was promoted. He afterwards went with the Northern Pacific at Tacoma, where his abilities were recognized by Governor Mead when, after fifteen years of service as a locomotive engineer he stepped off and into political office, where he has made good and received the reward in reappointment under a new governor which will please the members, not only in Washington but elsewhere. The JOURNAL wishes him continued success.

joined in singing, "Everybody Works but Father," changed to

"Everybody works but Peter; he sits around all day.

Taking our hard earned money soon as we get our pay:

When it comes to telling stories he always is on deck;

Everybody works in our club but Peter H. Peck."

P. H. P. was at the recent Atlantic City Convention of the Master Car-builders and Master Mechanics and, as nothing amusing gets away from him, he had the photographer make him into a whole company, and the accompanying half-tone is the result.



FIVE GOOD MEN AND TRUE, MADE FROM ONE PECK.

The Western Club Election.

At the recent election of officers of the Western Club of Chicago the serious work of selecting wise men to lead was mixed with fun after the officers were elected. The retiring president was sung out of the chair with a song entitled, "So Long, Mary," the words made to suit the occasion. The president was installed with the song, "Illinois;" the vice president, who lives in Milwaukee, "Budweiser;" the second vice president, "Honey Boy;" and the treasurer, who was introduced as a gentleman who would stand without hitching, after responding with an appropriate story, everybody

We present this without his permission, but we have known him many years and know that while he likes fun he possesses excellent business qualifications, and is a friend in deed, as all know who have the pleasure of his acquaintance.

Valuable Aid to Engineers.

The Air Brake Association's handbook 1909 for enginemen on the No. 6 ET equipment has just put in an appearance.

The book contains 417 questions and answers on the No. 6 ET equipment. It is the product of a committee appointed by the Air Brake Association, consisting

of Mr. W. V. Turner, mechanical engineer of the Westinghouse Air Brake Company, as chairman, with a good strong force of committee members. All details of the equipment, both as to construction, faults, remedies, etc., are brought out by Mr. Turner and his committee. The paper is of a fine high grade quality, the cuts are new, large and distinct, and the book is bound with press-board covers so that the book will nicely fit the pocket as well as the library shelf.

The price of the book is 50c, for sale at the office of the Air Brake Association, 53 State street, Boston, Mass.

Growth of Labor Unions.

The secretary of the International Trades Union Bureau at Berlin has issued a report showing that the present total membership of all the unions, whether affiliated or not, is about 6,400,000. Denmark stands at the head of the class with 58 per cent of her workers organized. Sweden has 43 per cent; Finland, 29 per cent; Hungary, 28 per cent; England, 22 per cent, and Italy, only 8 per cent. In absolute membership, Germany stands at the head, with 2,446,480 in the various unions, mechanical and agricultural. English unions have a membership of 2,196,283, and those of Austria have 501,094 members. Losses were shown in two countries, Spain and Italy.—*Globe-Democrat*.

Links.

EDITOR JOURNAL: Please put the following in your next issue of the JOURNAL.

Engineers in search of employment by writing to Bro. C. A. Blake, superintendent locomotive service, National Lines of Mexico, Mexico City, Mex., can place an application for employment, and the same will be considered in good faith; and when vacancies occur those who apply will be sent for.

C. A. BLAKE.

THE Old Atlantic & Great Western Railroad employees will hold their fifteenth annual reunion at Oak Park,

Meadville, Pa., on Saturday, August 21, 1909.

Any member having suggestions to make regarding changes in by-laws, or matters of interest to the association, will please submit the same in writing to the secretary before August 21, 1909.

All old employees of the A. & G. W. R. R., with their wives, are requested to become members of the association by forwarding to the secretary one or more years' dues at the rate of fifty cents per year, and receive a certificate of membership. Come and meet old acquaintances of the broad-gauge times. You will surely enjoy it.

B. E. TILDEN, Pres., Chicago, Ill.
W. E. NICHOLS, Sec'y and Treas.,
Meadville, Pa.

THE B. of L. E. and G. I. A. of Savannah, Ga., have arranged for a union meeting to be held August 17 to 20, Bro. Wm. Fogarty, secretary, 349 Montgomery street.

The program calls for an open meeting on the 17th, a morning session and trolley ride around the city for the 18th, all day at Tybee, an island outing place, the 19th, and a joint session and boat ride for the last day, to which a general invitation has been extended by circular letter, one of which, together with a personal invitation, is before us.

We predict that this will be an interesting and enjoyable meeting and we would be pleased to attend if that were possible, but our exacting duties will not permit it; so, we must be content with thanks and good wishes for success to our Brothers and Sisters of Savannah.

EDITOR.

THE third quarterly meeting on the B. & O. system for the year 1909 will be convened at Weston, W. Va., on Wednesday and Thursday, September 15 and 16, 1909.

This meeting will be conducted under the auspices of Subdivision 690, B. of L. E., and Howard Div. 380, Ladies' Auxiliary.

Come, accompanied by your wife and daughter, enjoy the hospitality of your

brother engineer and his family high up among the rugged peaks of the Alleghanies.

Come and assist in making this a "Field Day" in the history of the B. of L. E. and Ladies' Auxiliary on the B. & O. Come prepared for a good time and a profitable meeting, as we have one prepared for you. One number of the order of business has been set apart for the especial benefit of the "Old Guard;" the young men should not miss this opportunity to meet and learn of the men who nursed the Brotherhood in its infancy.

Make this your vacation, spend it at our mountain resorts, take your outing at Webster Springs or higher up among the yew pines. You will find these places the "Switzerland of America." Brother C. F. Gillman is the chairman of the committee on invitations; get in touch with him at once, and notify him of the number in your particular party.

Hotel accommodations are the best that can be found in a town the size of Weston (population 10,000): Bailey House, better known as the "Chicken House," \$1.50 per day; the R. P. Camden (special rate), \$1.50 per day; Monticello (special rate), \$1.25 per day. Reception committee at all trains to receive you and will see that you are properly cared for.

We expect the arrangements for the public entertainment will, when made complete, include Governor W. E. Glasscock and several of our state officers and men of prominence. We expect the Grand Chief or one of the Assistant Grand Chiefs as well as a representative from the Grand Office of the Ladies' Auxiliary.

Committee representing Div. 690: P. D. Marsh, chairman; W. E. Hardman, secretary; J. C. Jordan, R. J. Vassar, W. J. White.

Committee representing Howard Div. 380, Ladies' Auxiliary: Mrs. J. C. Jordan, chairman; Mrs. P. D. Marsh, secretary; Mrs. G. B. Ramsburg, Mrs. R. E. Smith, Mrs. J. F. Butler.

SUBDIVISION No. 74 has a member with such recuperative powers that I thought

it would interest the readers of the JOURNAL, so I am sending in a picture of Bro. W. M. Rue of Div. 53 and Bro. W. H. Walton of Div. 74. Of the latter will say that Brother Walton met with an accident on the 26th of March, 1908, when he fell from the top of the tender of his engine, was then dragged about forty feet to an open bridge and fell twenty-four feet from this bridge, and the extent of his injury was twelve ribs broken, left arm broken below the elbow, and a compound fracture of the right leg above the knee. He is a wonder to the doctors, and it is a wonder that he is living, but he is, and



BRO. W. M. RUE, DIV. 53, AND W. H. WALTON, DIV. 74.

this picture was taken since he has recovered from his injury.

Both Brothers are engineers of the Pennsylvania R. R. system.

Fraternally yours,

F. J. KELLER, Div. 74.

BRO. GEO. W. TEASDALE, member of Div. 547, who has been roundhouse foreman for the L. & N. Railway, at Etowah, Tenn., has accepted the position of master mechanic for the Tennessee Copper Company, Copper Hill, Tenn., the largest copper refining plant in the State, having a very extensive mechanical plant and its own railway, and has in connection a large sulphuric acid plant, making it a very important position and one requiring a good degree of

technical knowledge, such as Brother Teasdale possesses.

He has been with us on the L. & N. as roundhouse foreman for the past two years, and while we all regret very much to lose him, we are always glad to see such positions go to one from our ranks, and wish him success and hope that the near future may bring him still higher honors than he has with the Tennessee Copper Co.

Fraternally yours,
G. W. E., C. E. Div. 547.

THE quarterly meeting of the members employed on the B. & O. Ry., held in Wheeling, W. Va., under the auspices of Subdivisions 284, 551 and 477, proved to be a very entertaining and educational gathering.

The Grand Chief and Assistant Grand Chiefs being engaged at other points on important business, the Grand Chief delegated authority to his Chief Clerk, Bro. H. P. Daugherty, to represent him, and he filled the bill commendably.

After the series of interesting meetings the delegation with local members and their families put in a delightful evening at Wheeling park.

Among the attendants was Bro. W. H. Johnson who began firing on the Wheeling division of the B. & O. in 1861 and was promoted in 1865, and has been in passenger service since 1866; and, though he is 68 years old, he is well preserved and is running one of the heavy passenger trains between Wheeling and Grafton. Having had many who are now members of the B. of L. E. fire for him, he received a royal welcome from them.

Bro. H. P. Daugherty of the Grand Office was the youngest and Bro. Johnson the oldest engineer in attendance at the meeting, and he looks good for at least ten years more.

It was decided that the next quarterly meeting would be held in Weston, W. Va., early in September.

Fraternally yours,
J. M. GARVEY, C. E. Div. 477.



MEMBERS IN ATTENDANCE FIFTH QUARTERLY MEETING B. & O. RY., WHEELING, W. VA., MAY 26 AND 27.

Wm. Brewer, Div. 551; Jos. Robs. Div. 36; Ed. Heacock, Div. 522; Jas. F. Wills, Div. 370; J. B. Liggett, Div. 551; H. A. Eddy, Div. 286; T. Gallaher, — — —; C. Welsh, Div. 477; S. Zellers, Div. 757; Jas. Dennison, Div. 36; G. K. Bell, Div. 522; J. A. Shane, Div. 551; J. Robinson, Div. 477; Wm. Johnson, Div. 477; Wm. Morris, Div. 551; J. Barry, Div. 481; H. P. Daugherty, Div. 757; Scott Phillips, Div. 284; W. H. Collins, Div. 370; Wm. Henry, Div. 551; G. B. Ramsburg, Div. 690; C. D. Carter, — — —; E. C. Hogan, 551; J. M. Garvey, 477; E. L. Gillhart, 284; J. C. Jordan, 284; T. G. Henry, 452; S. Jones, — — —.

BRO. JOSEPH H. BUSH, member of Div. No. 380, Sayre, Pa., was appointed assistant road foreman of engines for



BRO. J. H. BUSH, MEMBER DIV. 380.

the Lehigh Valley Railway some time since, as indicated in the JOURNAL. Filling that position to the entire satisfaction of the company, he has now been appointed to a higher position, that of chief air-brake instructor for the entire Lehigh Valley system, Jersey City to Buffalo and branches.

Brother Bush filled the position of road foreman so successfully that the Brothers of Div. 380 are much pleased to see that his efforts have been properly appreciated and that he is given the promotion he so justly deserves.

He will have charge of the company's air-brake instruction car, to be located at the various places designated by Brother Bush for the purpose of instructing new men and "freshening up" the "old heads" in the proper use of the automatic air brake. When not engaged with his car he will travel over the system, taking up and investigating all matters pertaining to the air brake department.

Bro. James Ray Donlin, a young engineer of Sayre, Pa., has been appointed

to succeed Brother Bush as assistant road foreman, and to him also we extend our congratulations and wish him success.

F. A. ELLIS, Cor. Sec'y Div. 380.

DIVISION 152, G. I. A., Argentine, Kans., gave their annual picnic July 8, Fairmount Park, Kansas City, Mo. The day was fine and quite a crowd attended.

The writer did not arrive until about 6 o'clock (just before lunch, as usual) and found Brother Casey, an old friend. He had charge of all the concessions in the park, invited him to lunch, and the ladies certainly had a fine spread.

After lunch Brother Casey took us through all the shows, then for a boat ride and a ride on the merry-go-round. We certainly had a good laugh to see some of the ladies riding. We then had an old-fashioned quadrille and voted Brother Casey a prince of good fellows, and left for home.



MRS. M'GAN, MRS. HARRIS, MRS. HURLEY.

Fairmount is a beautiful place and we were only sorry more could not attend, but hope next time all the members of

Div. 396, B. of L. E., will come, as they missed a good time this year.

MEMBER DIV. 396.

BRO. J. B. SIMONS, member of Div. 187, for some years incapacitated for running an engine, through kidney trouble, has been in Mineral Wells, Tex., getting the benefit of the mineral waters and has now opened Grace Cottage three blocks from the Carlsbad wells, and requests the JOURNAL to give notice to members of the Order that he will give them good service with modern conven-

make their homes elsewhere, Mr. and Mrs. Powell going to Toledo, O., and Mrs. Shuler will return to Elkhart, Ind.

During the afternoon, which was spent in swinging, riding in the merry-go-round, playing boxball and rowing on the lake, the members and their families, seventy in number, spent an enjoyable time. The photographer was present and "shot" the crowd of engineers, their wives and families.

During the festivities the merry-makers surrounded Mrs. Shuler, when in a few appropriate words Mrs. George Daniels,



SOME OF THE PICNICKERS AT URBAN PARK.

iences, at \$1.50 per day, \$7 to \$10 per week.

Brother Simons says he has been wonderfully benefited at these wells, and opened the boarding house so that he may be able to stay and continue to get the benefit of the springs. EDITOR.

ONE of the most charming picnics of the season was given Tuesday afternoon at Urban park, Charleston, Ill., by the members of Clover Leaf Div. 16, G. I. A. to the Brotherhood of Locomotive Engineers, in compliment to Mr. and Mrs. Isaac Powell and Mrs. Emma Shuler and families, who will soon leave this city to

on behalf of the members of the G. I. A., presented Mrs. Shuler with a past-president's pin. This mark of esteem so overwhelmed Mrs. Shuler that she was unable to make any words of response.

The evening meal, one which was fit for the gods, was spread and enjoyed by the seventy merry-makers. The rest of the evening was enjoyed in the manner that has made this organization's entertainments popular and well attended. The crowd returned to Charleston in the evening.

The departure of Mr. and Mrs. Powell and Mrs. Emma Schuler will be witnessed

with genuine regret by their many friends in Charleston.

Div. 245.

MRS. S. M. HALLETT, member of G. I. A. Div. No. 51, wife of Bro. S. M. Hallett, of Div. 159, Cedar Rapids, Ia., has composed a march and two-step, of which *The Cedar Rapids Record* says:

"Florencita is sure to achieve popularity, as a marked and pleasing air and rhyme runs through the composition from start to finish," and those who have heard it are warm in its praises and

everyone seemed to thoroughly enjoy it.

The boat left for the return trip at 4:30 p. m. and as the day was hot the lake ride was delightful.

The Webb C. Ball Company donated a gentleman's and a lady's watch for the occasion and, all the tickets having been sold, when well on our way back to Cleveland Brothers Prenter and Sipher, with the assistance of a daughter of Brother Hoffman of Collinwood, Div. 3, and the daughter of Brother Sipher of Div. 31, discovered that the gentleman's watch



MEETING PLACE OF DIV. 245, OFFICERS IN REGALIA.

congratulate Sister Hallett on her success as a composer.

EDITOR.

ON Saturday, June 26, members and their families of Cleveland, Ohio, Subdivisions, to the number of 150, took the steamer "Eastland" at 8:30 a. m. for an excursion and picnic at Cedar Point, Ohio, where they spent a delightful day. The bathing beach is said to be the finest on the lakes anywhere. Most of them took their lunch baskets and had their spread under the trees on tables provided, in real picnic fashion, and it proved a genuine social gathering and

went to Brakeman S. E. Stevens, B. & O., Cleveland, for fifteen cents, and the lady's watch to a restaurant keeper in Buffalo, named Gariese, where the L. S. & M. S. members board, and who always buys one ticket at whatever price, if presented by a railroad man. He got his ticket for one cent.

It was a pleasant outing for all who attended and the object of the promoters attained in a moderate degree, as quite a sum was left after the expenses were paid, which is laid away as an entertainment fund when the B. of L. E. office building is dedicated.

EDITOR.

A PICNIC and reunion of Hudson, N. Y., Div. 135, B. of L. E., of the Erie Railroad, was held at Grand View park on the Heights, July 13.

The men behind the throttle—stout-hearted, steel-nerved fellows, who guide thousands upon thousands daily through sunlight and gloom, forgot the green and red lights and the sharp curves and uncertain tunnels, and just danced and gamboled and hobnobbed like a lot of school-boys.

One gray-haired veteran of the steel rail circuit, who runs a very fast train, looked about him when the fun was

it seemed that everyone of the local had his on the job.

Some of the "big fellows" of the road put in an appearance and were entertained royally. Among them was Superintendent of Motive Power Wm. Schlofge, Superintendent Clifford, of the dining car service; Assistant Engineer's Dispatcher Farley, Chief Engineer's Dispatcher Melville Mackerly, Master Mechanic M. Ross and Chief Clerk of Master Mechanic Dewey.

Arrangements committee—Thomas Cutler, chairman; E. A. McDonald, secretary; J. H. Mallon, treasurer.



A THREE-HOUR CATCH BY BRO. J. W. WILLS, OF DIV. 12, FORT WAYNE, IND., WITH HIS SONS, KENNETH AND GLEN, ASSISTED BY MISS RUTH COOVER.—J. W. W.

effervescing everywhere and opined that the picnic was a wrinkle-smoother.

The only regrettable feature of the picnic was that all the members could not be there. They would like to have attended in a body, but then, you know, as one of the drivers put it, the officials of the Erie might demur to the shutting down of the road between here and somewhere in the West.

The picnic was all that could be desired. It was a railroad men's gathering and it was one of the nicest aggregations of men and women seen at the big resort this season. Railroad men and particularly engineers believe in families, and

Floor director—Thomas Stapleton. Assistants—W. C. Powers, J. E. Minshull. Floor committee—C. V. Davis, Wm. Looney, Wm. Hissim, Geo. Douglass, Wm. F. Smalley, Wm. French, Wm. H. Smith, Jno. Dunlop, Harry Reed.

Reception committee—Jno. L. Van Orden, chairman; S. W. Evens, Thos. King, Samuel Bond, A. Lang, N. Biggs, Fred Wayne, S. S. Clark, W. O. Cutler, E. W. Coyne, Jno. Lang, Ed. Black, Wm. Osborn, H. C. Radcliffe, Geo. W. Kinny, P. Wallace, H. S. Kane, D. E. Mackerley, C. Slawson.—*Hoboken Observer.*

BRO. AND MRS. BENJAMIN S. MOORE, Roselle, N. J., the oldest member of Division 157, celebrated their fiftieth wedding anniversary on Saturday, July 3, at their home. Members of the immediate family were guests for the occasion. An enjoyable day was spent by the aged couple.

Brother Moore is one of the pioneer railroad men of the State. For fifty-seven years he was an engineer on the Central Railroad, from which company he now receives a pension. He received the congratulations of scores of railroad men on Saturday. Many presents were received by Bro. and Mrs. Moore. Those present were Mr. and Mrs. Charles S. Moore, Mr. and Mrs. Fred. J. Kurtz, Mr. and Mrs. Wallace Creamer, Mr. and Mrs. Richard Bye, Miss Anna Moore, and Miss Hilda Moore, daughter of Charles S. Moore.

E. F. J., Div. 157.

BRO. AND MRS. EDWIN LAYTON, Div. 265, Florence, S. C., recently celebrated their fifteenth or crystal wedding, of which we glean the following from the *Florence Daily Times*:

The Layton home is one of the handsomest in Florence and is an ideal house for entertaining and decoration. On Saturday it was a feast for the eye. Upon the bulwarks of the steps were two great engine headlights bearing the two dates, 1894 and 1909. Nature had already decorated the piazza with the exquisite golden bloom of a Marechal Niel rose vine. Upon entering the reception hall the most conspicuous feature of the decoration was the myriad of electric lights which sparkled like great glittering jewels among delicate garlands of green, fifteen, emblematic of the fifteen wedded years, in an arch over the drawing-room, while countless numbers of them gleamed among the festooned garlands along the balustrade leading to the second floor.

At the left of the entrance stood the punch bowl, where a bay window forms a picturesque cozy corner which had been decorated for the occasion with much elaboration. On the right is

the drawing-room where the bride and groom received their guests. Here the decorations were very bridal, pure white and green being used. Under a great white wedding-bell, garlanded with roses, the bride and groom stood. The tongue of the bell was an electric light globe with shade of ground glass shedding a glow of subdued radiance over the happy couple.

The presents were displayed in the living-room, which was decorated in white and green and the tables all around the four sides of the room were laden with most beautiful cut glass, Bohemian glass, colored glass, in fact glass of all kinds and every article made of glass that one can conceive of. Mr. and Mrs. Layton are widely known and gifts came from the length and breadth of the Union as well as from their own home town. . . . In the dining-room the decorations were in green and pink, and the wedding idea was here fittingly emphasized in a very beautiful bride's cake, handsomely decorated, bearing a spray of bridal flowers and the two names, "Edwin-Joanna," and the dates "1894-1909." This cake was the central decoration on the bride's table where the needed finish was supplied by fifteen pink candles in a silver candelabra. . . .

During both afternoon and evening the Italian harpers of Boston furnished most delightful music. A pretty novel feature of the entertainment was the repetition on both occasions of the marriage service. Rev. Harold Thomas, rector of St. John's Church, officiating, using the ring, the effect being very impressive. . . .

The groom's gift to his bride was a most magnificent diamond ring, set with three very beautiful stones, which will, for all the years of her life, serve as a charming reminder of a most happy occasion. . . .

Many out of town visitors were present, among them being:

Mrs. W. H. Rounmillat, Charleston, S. C.; Miss Aggie Lounz, St. Stephens, S. C.; Mrs. J. L. Gray, Charleston, S. C.; Mr. C. M. Buntree, Wilmington, N. C.; Mrs. Tom McMillan, Rocky Mount,

N. C.; Mr. J. A. Blackwell, Sumter, S. C.; Mr. E. P. Pitts, Sumter, S. C.; Mr. and Mrs. W. P. Hark, New York.

THE union meeting of the B. of L. E. held under the auspices of Div. 98, at Lincoln, Neb., June 29 and 30, fully met the anticipations of the promoters and visitors; very nearly three hundred members of the B. of L. E. registered from distant points, representing no less than eighteen states of the Union; besides the above, many hundreds of railroad men came to attend the open

address dwelt mainly on the relations of the company to the men and the duties of the men toward the company as he viewed it. Mr. Willard was once an engineer and a member of the Brotherhood of Locomotive Engineers, from which he withdrew as he entered upon his official life, he advocating that this step should be taken by all who are promoted from the ranks of the labor organizations; though contending that an official should not belong to a labor organization, he believed that a member of the Brotherhood could at the same time



SCENE OF THE RACES, CAPITAL BEACH, LINCOLN, NEBRASKA, UNION MEETING.

joint meeting which was held on the afternoon of the first day. A secret session was held on the morning of the first day which was well attended by members of the Order. Grand Chief W. S. Stone, and W. E. Futch, president of the Insurance Association, gave instructive and interesting addresses at this meeting. At the afternoon meeting for railroad men and officials an immense crowd was in attendance, notwithstanding the intensely hot weather prevailing. Second Vice-President Daniel E. Willard of the C. B. & Q. was the first speaker. His

be loyal to the company; he thought every man should be a true company man, and, were this the case much of the friction between the two would be removed. He made a plea for proper discipline and pointed to the necessity of this. He held that in many cases the employees and employers might have got together and thus avoided the passage of laws that are not working any too well for either side; the labor unions and the railroads should have worked together in making agreements which might be enforced rationally that would have made

the passage of the sixteen-hour law and others unnecessary; harmonious action on the part of the two interests would be better than laws that must be enforced sometimes to the injury of one and again to the injury of the other. The whole address of Mr. Willard was mainly from an official standpoint, yet giving due consideration to the interests of the employee as he saw it.

Mr. P. H. Morrissey, president of the Railway Employees' and Investors' Association, was the next speaker. He made a plea for a closer working organization

open with his men; through the arrogance and unfriendly attitude of some officials as much trouble is caused as may be through ill-advised action on the part of labor unions. Mr. Morrissey believed that such open meetings as these were productive of much good; where the men and railroad officials could get together in this way it was a sign of progression along this line.

Grand Chief Stone was the third speaker, following Mr. Morrissey. He at once voiced his opinion as to the necessity of a member withdrawing from the



THE TUG OF WAR, CAPITAL BEACH, LINCOLN, NEBRASKA, UNION MEETING.

between the officials and employees; he believed they should settle their differences between themselves, advocating that they show fairness on both sides; the power of both should be used to combat hostile public sentiment that may be fostered by friction between the two; as partners they might sometimes quarrel as to the proper division of the earnings, but these should be merely family matters, settled without recourse to the law-makers. Labor should be loyal and honest to the employer, and the employer for his part should be frank, honest, and

Brotherhood when promoted to an official position, as advocated by Mr. Willard. He did not believe it necessary, nor that the company should expect it; he believed in a square deal; he agreed that harmony was essential between the two sides but that the employees should not be expected to furnish all the harmony. Harmony is needed to stay the passage of vicious laws that affect the railroads and their employees, but that much of that harmony should come from the railroads. He believed the sixteen-hour law the product of lack of harmony and cited the

fact that for years he had been conferring with railroad officials regarding shorter hours, but the promises of relief were never fulfilled by them; the sixteen-hour law, while not perfect, he contended to be a good thing, and he hoped to see the day when it would be reduced to a twelve-hour day. The Grand Chief agreed with Mr. Willard that a man should be a company man and should give the best service in him and work for the company's interests at all times, but when a man is required to sell his manhood and become a third-rate "spotter" in order to be known as a company man, then he objected to his being known as such. He dwelt upon the temperance question, claiming that the railroad organizations are fighting for temperance harder and that the B. of L. E. began the fight 10 years earlier than the churches. He took up the age limit as enforced by the different railroads and pointed out its injustice to the men besides its detrimental effect on the railroads. He closed his remarks with a strong stand on the seniority question, that rule meant more to a man than his job, and when that rule is attacked by a railroad company it would find him ready to fight.

At the public reception in the evening the address of welcome was delivered by Mayor Don L. Love. He told of the advantages of the city, its moral atmosphere, its great educational institutions, and, in alluding to the absence of saloons in Lincoln he gave credit to the B. of L. E. for its teachings of sobriety; he welcomed the visitors to our city and assured them nothing would be denied them if they would but make their wants known.

Mr. P. H. Morrissey discussed the amalgamation of the railroad forces in one body for a common good; his remarks were much along the line of his afternoon talk. Grand Chief Stone took as his theme the cause of unionism and its benefits, dwelling particularly on the great work accomplished by the Brotherhood of Locomotive Engineers. W. E. Futch, President of the Insurance Association, spoke of the benefits of insur-

ance and its cost. Mrs. W. A. Murdock told of her work in the G. I. A. and what is being accomplished through that medium. The speaking during the evening was interspersed with music and song.

On the morning of the second day another secret meeting was held which was not on the program. It was addressed by the Grand Chief and by President Futch, and was well attended. A trolley ride was given to those desiring it, this feature having been intended for all, originally.

The ox-roast and barbecue afternoon and evening of the second day at Capital Beach was a glorious climax of the union meeting. Six thousand people was the estimate of the attendance in the evening, a lesser number in the afternoon because of the hot weather. The afternoon was full of exciting events, such as a hundred-yard dash by boys, fifty-yard dash by girls, sack race for boys, fat men's race, women's race, egg race, and ladies' nail driving contest. In each contest two prizes were given, amounting to nearly \$200 all told. The crowning event of the afternoon, however, was the tug-of-war between a team of heavyweight Brotherhood engineers east and west of the Mississippi river, for a silver loving-cup presented by Div. 98. The teams were composed of ten men on each side as follows: East of the Mississippi, Capt. J. L. Kelsey, of Div. 644; J. H. Baird, Div. 32; F. H. Ettinger, Div. 32; Geo. Rodecker, Div. 644; L. H. Austin, Div. 644; B. E. Curry, Div. 665; G. H. Miller, Div. 645; E. Fisher, Div. 645; O. Danzinger, Div. 645; and M. Laquay, Div. 33. West of the Mississippi, Capt. J. N. Hyder, Div. 98; L. C. Abbott, Div. 642; J. F. Forst, Div. 98; A. J. Tippins, Div. 98; L. B. Stoner, Div. 622; P. A. Cushen, Div. 642; Lee Stoner, Div. 98; C. H. Rockwell, Div. 98; P. F. Newell, Div. 621; and C. R. Hutchison, Div. 98. The tug-of-war was in three heats, the first was won by the team west of the Mississippi, the second by the team east of the Mississippi, each heat lasting about two minutes. The third heat, lasting fully

five minutes, proved to be a trying and exciting one to both teams, because so evenly matched, but was awarded to the team west of the Mississippi by default, some of the members of the team east not remaining on their feet during the pull. Under the conditions of the contest the cup remains with the winning team, the property of the Brotherhood at large, and on demand of any Division may be contested for at a tug-of-war at any union meeting of the B. of L. E.

H. WIGGENJOST.

Railway Men's Home.

At the annual meeting of the members of the Home for Aged and Disabled Railway Employees of America, held at Highland Park, Ill., April 20, last, the general plans for the construction of a new fire-proof building were approved by the society, and the Board of Trustees was authorized by resolution to do all things necessary to carry out this purpose.

Present at this meeting were: Messrs. William Kilpatrick, George Goding, Lewis Ziegenfus, E. A. Hoyt, John O'Keefe, P. H. Morrissey, L. S. Coffin, Warren S. Stone, Mesdames Ray N. Watterson, W. A. Murdock, George Stofft, Augusta Statzer, Mary Hoyt.

By proxy: Mr. A. B. Garretson, Mr. W. G. Edens, Mrs. Agnes G. Strong, Mrs. Mary Cusack.

A building prospectus, dated May 3, '09, has been put in order for distribution, and it is our earnest desire that all that it contains shall be read and explained to the members of the Divisions and Lodges interested at the two meetings immediately following its receipt, so that the greater number of the members may be advised as to the need of the proposed new building and the plans in connection therewith. Attention is especially directed to the statement of the trustees on pages three and four of the prospectus, concerning the origin and history of the society, its incorporation and rights under the amended by-laws, the condition of the present property and buildings, provisions for distribution of the assets of

the society in event of its dissolution, etc.

A copy of the amended by-laws of the society goes with the prospectus, so that the form of the organization, duties and responsibilities of officers and all other things in connection with the management and conduct with the Home, as set forth therein, may be known to all interested.

We earnestly request all Lodges and Divisions of the four organizations and their Auxiliaries to make liberal financial contributions to our building fund. There are available from the present funds of the Home for this purpose about \$15,000. The Ninth Biennial Convention of the Brotherhood of Railroad Trainmen, held at Columbus, Ohio, May 11 to May 26, 1909, donated the sum of \$15,000 for the purpose, to be paid to the board of trustees when reasonable assurance is given that the construction will be undertaken. We will need about \$50,000 or more to complete our plans, which we are confident will be forthcoming when Divisions, Lodges and members are assured that we are going to push the project to completion.

When the building is under way, we will be able to realize a fair loan on our holdings, but not enough to insure its completion. It is, therefore, vital to the success of our plans in carrying out this worthy enterprise that Divisions and Lodges of the organizations and their Auxiliaries come promptly to our assistance in a financial way. There are, in round numbers, about four thousand Lodges and Divisions of the four Brotherhoods and their Auxiliaries to which we look hopefully for aid, and we ask each of them to give us all they consistently can for the purpose, and at the earliest practicable time.

We suggest that if the funds of a Division or Lodge will not admit of a reasonable donation, some member or members be appointed to collect contributions from individual members; or good results might be obtained by co-operative and collective action of the Divisions and Lodges of the organizations in any one locality.

Each contribution will be acknowledged

and published. Money contributed for the building fund will be used solely for that purpose.

The contract for the construction of the building has been let and work will begin July 1, 1909. We want to dedicate the building and have it ready for use before cold weather sets in.

All contributions should be made payable and sent to the Secretary and Treasurer, Mr. John O'Keefe, at Highland Park, Ill., and should be designated "For Home Building Purposes." The surety bond of the secretary and treasurer has been increased in keeping with the additional funds to be handled.

By the time our building has been constructed we will have worked out a plan for its future maintenance that will equalize the expense among the different classes in accordance with the service rendered their members by the Home, and which we believe will be acceptable to all interested. This will remove it from the uncertain sphere of "begging" for voluntary contributions which has made its continuance so precarious during the years of its existence.

There is now a member of each of the four organizations, viz., Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors and Brotherhood of Railroad Trainmen, on the board of trustees, and the by-laws provide that the active members of the Society shall consist of three members each of the Brotherhoods and their Auxiliaries, one of whom shall be the chief executive officer of the organization and the other two to be selected by such officer. This assures each organization a voice in the management, but does not imply any financial or other obligation on the part of the Brotherhoods or their Auxiliaries as such.

Soliciting the generous consideration of the men and women of these great Brotherhoods in assisting to erect a suitable and comfortable Home where the homeless, aged, infirm and otherwise helpless railway men may be removed from the sphere of dependency and want, and which we believe will ever be a monu-

ment to the benevolence and large-heartedness of the railway fraternities, we are,

Faternally,

WM. KILPATRICK, Chairman Division No. 1, O. R. C., Secretary Illinois Railroad and Warehouse Commission.

LEWIS ZIEGENFUS, Secretary Division No. 125, B. L. E., Engineer C. & N-W. Ry. Co.

P. H. MORRISSEY, Lodge No. 62, B. R. T. Past Grand Master, B. R. T.

GEORGE GODING, Lodge No. 499, B. L. F. & E. *Board of Trustees.*

(See letter in Correspondence Department from Bro. Ziegenfus.)

Memorial Service.

ASHLAND, WIS., Subdivision 379 held memorial service in the First M. E. church with good attendance and an excellent program. The Rev. Wean preached a very commendable and appropriate sermon, which appears in the *Ashland Independent* sent to us, but it would require six columns of space, which prohibits its publication.—EDITOR.

The first union memorial service of the B. of L. E., B. of L. F. & E., B. of R. T., O. R. C., and the Ladies' Societies of these four brotherhoods, was held in Columbia, Pa., on June 20, 1909, and was a grand success and has caused a better feeling among these orders.

May we keep this good work up and hold many more of these meetings, are the wishes of the members of Division 104. J. M. WEIN, F. A. E. Div. 104.

OLD DOMINION DIVISION 375, B. of L. E., Spencer, N. C., and Div. 759, Greensboro, N. C., held joint memorial service which was largely attended both by members and friends of the Brotherhood and by the citizens of Spencer. The Division marched from their lodge hall to the church in a body accompanied by the G. I. A. to the Brotherhood. Bro. C. B. Reynolds, F. A. E. 375, after introductory remarks read the roll-call, and the memorial address was ably delivered by Rev. R. D. Sherrill, whose sermon made a deep impression on the large audience, composed of locomotive

engineers, their wives, families of railroad men and others.

C. B. R.

ROYAL GORGE DIVISION 29, Brotherhood of Locomotive Engineers, Pueblo, Col., held impressive memorial exercises. The Ladies' Auxiliary ably assisted in carrying out an appropriate program. E. J. Reilly presided at the meeting and made a short address. The ladies sang "America," followed by a duet by Miss Mable Stonaker and Mrs. Thomas Hughes. Judge M. J. Galligan delivered a touching eulogy on the departed members. Judge Lyman I. Henry made an eloquent address on the work of this great railway Brotherhood.—*Colorado Industrial Review*.

SUBDIVISION 439, Boston, Mass., held a very interesting memorial service in I. O. O. F. Hall, which was fittingly decorated. Introductory remarks were made by Bro. F. W. Jones, Past Chief, prayer by Rev. F. E. Peloubet, remarks by Dr. Fuller, address by Rev. W. C. Gordon. One of the striking features was responsive reading fitting the occasion and very impressive. "Nearer My God to Thee," "Blessed Be the Tie That Binds," and "God Be with You Till We Meet Again," were sung with great feeling and, taken as a whole, the service was beautiful, sympathetic and satisfying.

F. W. J.

MEMORIAL SERVICE was held in Monton, N. B., on the 13th of July, under the auspices of Div. 162, B. of L. E. This was a joint meeting of the four different Orders, namely, the O. R. C., B. of L. F. & E., B. of R. T., and B. of L. E. We have been holding these meetings for the last four or five years, each one taking their turn to take charge of the service, but they have never been a success on account of the church in which we would hold them, many remaining away because it was not their church; so we took it upon ourselves to make this one purely non-sectarian and we took it to the Opera House and got the different clergy to take part, and I am proud to say it was a perfect success.

We had a grand turn-out of the members and there were hundreds of citizens turned away who could not get in, and I think we have established a precedent that if carried out will make it a success in the future.

W. F. SMALLWOOD, F. A. E. Div. 162.

SUBDIVISION 86, Moberly, Mo., and the G. I. A. held a well attended memorial service in the Presbyterian Church, which had been fittingly decorated for the occasion.

Preceding the impressive roll-call an appropriate musical program was rendered.

The memorial address delivered by Rev. Bartlett was a fitting eulogy to the memory of the departed members of the Brotherhood. The positions of trust held by the members of the B. of L. E. give them a large share in the progress and responsibilities of the world's work. Those who are still on duty on life's railway have manifold duties and great influence in regard to the affairs of this world. They were given their due of praise and directed to the bright future in store to him who is faithful to the trust which is reposed in him.

This appropriate, beautiful and impressive service closed with that grand old hymn, "God Be with You Till We Meet Again."

BIG SANDY DIVISION 698, B. of L. E., held its annual memorial service on Sunday, June 13, in the First Methodist Episcopal Church at Ashland, Ky. Below is the order of service:

Hymn, "How Firm a Foundation;" anthem, by chorus, "Someday;" reading of preamble to constitution, by Brother Sanger; solo, "The Gospel Railroad," by Rev. J. I. Wean; Memoir of Bro. A. Berry, by Bro. Wesley; sermon, by Rev. Jno. I. Wean; hymn, "Jesus, Saviour, Pilot Me;" benediction.

There was a fine turn-out of railroad men. Rev. Mr. Wean preached a tender sermon from John, 14-23, upon "The Abiding Christ," in which he showed how Christ had planned to attend us constantly; how He swings up into the

cab with the engineer who trusts him; how He is always in reach and always available to help and guide and comfort; how He is present even in the midst of wreckage to whisper, "I will never leave thee nor forsake thee."

The brethren went away from the service strengthened, feeling that it had been good to be there.

B. L. WESLEY, F. A. E.

MEMORIAL SERVICE was held in Galesburg, Ill., June 13, Div. 644, B. of L. E., Div. 83, O. R. C., and Lodge 24, B. of R. T., joining heartily in the preparatory work and service at the Congregational Church, where 500 seats were reserved for the railroad men and families, and they were all taken by members of the three Orders and in a manner that left an impression on the people of Galesburg and the rest of the audience in particular, we having met at our B. of L. E. Hall and marched in a body to the church and to our allotted seats.

On reaching the church three representatives of each organization took seats on the platform at the request of Rev. J. P. Huget, who in the name of the church gave us the warmest kind of a welcome.

Bro. C. B. Johnson, C. E. of Div. 644, read the names of the deceased members of the three Orders, after which Bro. Geo. Donovan of the B. of R. T. gave a fine address in which he stated facts and figures in regard to the number of accidents and fatalities on railroads and urged the public to join us in getting laws passed for the protection of life and limb.

Rev. Huget then preached a very able and impressive sermon on "The need of a higher appreciation of the value of life," which was thoroughly appreciated by as attentive an audience as one might desire, in which he said that he did not consider the officials or stockholders to blame for the wreckless speed that is attained, but the American public, who are willing to take all kinds of chances to save time.

Rev. Huget and the Central Congregational Church have the sincere thanks of

the members of Div. 644 for the kindness extended us on this occasion.

J. F. LINSLEY, F. A. E. Div. 644.

THE B. of L. E. Subdivisions 156, 436 and 386 Birmingham and 432 Avondale, Ala., held memorial services yesterday afternoon at the First Methodist Church in memory of the departed members of the three Subdivisions. The three Divisions have lost ninety-three members since being installed in this city. It was in memory of these men that the services were held. The most impressive period of the services was the calling of the roll for the departed. Secretary J. S. May called three times each the names of the departed. The remainder of the service included short talks by Rev. Dr. W. E. Evans, Rev. George Eaves, Rev. L. S. Handley, Rev. Frank Culver, Rev. A. J. Dickinson, Hon. James Bowron and Mayor Frank P. O'Brien.

No portion of the various fields of endeavor elicits more respect than that of a locomotive engineer, and it was to express their esteem for these men that a crowd of Birmingham people completely filled the auditorium of the First Methodist Church. The Rev. L. C. Branscombe made the principal address, which was ably and splendidly delivered. Prayers and songs completed the remainder of the program. The following committees were in charge of the services:

Div. 156—C. L. Spain, chairman; J. T. Van Arsdale, E. A. Schmidt, J. B. Bowden, W. M. McKenna.

Div. 432—J. S. May, chairman; W. E. Schwin, C. B. Nuttall, G. F. Garrett.

Div. 386—J. F. Bottoms, chairman; D. H. Badgley, Joe Houppert, T. P. Kelley.

Div. 436—W. E. Frole, chairman; T. J. Frole, E. J. Frazer, S. D. Parker, W. E. Jones.

Ladies' Auxiliary Committee — Mrs. John Proderick, Mrs. D. H. Badgley, Mrs. Mary Boisclair, Mrs. Frank Beamish, Mrs. John Dennis, Mrs. L. W. Walker.

SUBDIVISION 38, Clifton Forge, Va., held an interesting and inspiring memorial service on June 13 in the Opera House,

when every available seat was taken, the members of the B. of L. E. and G. I. A. occupying seats on the stage. The accompanying halftone was made from a flashlight picture after they were seated.

Bro. R. B. Paxton, C. E. Div. 38, called the meeting to order and service was begun by singing the hymn, "The Son of God Goes Forth to War," and after prayer by Rev. George Green, pastor of the Baptist Church, Brother Paxton made a short speech explaining the object of the meeting.

Mrs. Robert Murray sang a vocal solo, "Keep Your Hand Upon the Throttle and Your Eye Upon the Rail," which was appreciated by the whole audience.

Bro. D. H. Echols read the roll-call,

and our best attended and most impressive memorial service. R. B. P.

THE members of Div. 165, Louisville, Ky., were invited to join the Sisters of G. I. A. Div. 258 in conducting memorial services at their Division room.

Sister Ella Carroll, Ins. Sec'y of Div. 258, was mistress of ceremonies, and deserves unlimited praise for the pleasing program which she created and which, under her direction, was so successfully carried out. Sister Carroll is known as the "Mother of Falls City Division," G. I. A. she being the organizer.

The program consisted of a drill by G. I. A. officers; opening address by C. E. Bro. J. L. Griggs; roll-call of departed



MEMORIAL SERVICE, CLIFTON FORGE SUBDIVISION 38.

which was accompanied by the extinguishing of a light for each name. After the last name, prayer was offered by Rev. W. C. Talbert, pastor of the Methodist Church South. Then the hymn, "Asleep in Jesus," by the quartette, was a most fitting close to this part of the service.

Scripture reading followed by Rev. E. M. Goodwin, followed by an excellent sermon by Rev. C. O. Woodward of the Christian Church. Having been a railroad man in early life and having relations now in that service, Rev. Woodward knew how to treat his subject, and his discourse was exceedingly impressive. A hymn followed. The benediction was then pronounced by Rev. Talbert and, as the audience marched out, the choir sang "Onward, Christian Soldiers," which end-

ed our best attended and most impressive memorial service. R. B. P.

Brothers and Sisters by the F. A. E., answered by the extinguishing of candles by the secretary of Div. 258, each candle representing one of the departed. The following musical numbers were rendered: "Nearer My God to Thee," by all present; "Lead, Kindly Light," by all; solo, "Sometime We'll Understand," by Mrs. Daniel Schrader; solo, "The Holy City," by Miss Mae McGill; "Jesus, Lover of my Soul," by all; solo, "Face to Face," by Mrs. Daniel Schrader.

The pretty little niece of M. J. Carroll, our F. A. E., Miss Mae McGill, 13 years old, whose father is a member of Div. 78, was the surprise of the day, her beautiful rendition of the song chosen for her, playing her own accompaniment, quite captivating everyone present.

After the close of the ceremonies little bands of Brothers and Sisters, bearing lovely and fragrant flowers, departed in all directions,—New Albany, Jeffersonville, and to the different cemeteries in Louisville and other burial places, to decorate with loving hands the graves of the Brothers and Sisters who have preceded us to the other shore.

Sister Knoder, President of Div. 258, and Brother Sleeter deserve special mention for the splendid manner in which they performed the oral work assigned them. Many others, too, did nobly, but space forbids mentioning all.

What a consoling thought it is that when we who are still in earth-life shall have passed over, we, too, shall be remembered each year by the Brothers and Sisters who will keep our names alive, by beautiful songs, by the lighting of the candles, and by the placing of sweet blooms over our bodies' last resting place.

Division 165 of the B. of L. E. takes this occasion as a body to express its thanks to the members of the G. I. A. for your gift of the beautiful Brotherhood badges.

The members realize that the efforts of the members of Div. 258 are directed toward the mental and moral improvement of the members of Div. 165; and the members of Div. 165 wish to assure you that they appreciate it and are grateful for these efforts in their behalf, and they will try, each and everyone of them, to deserve this goodness at your hands.

J. L. GRIGGS,
H. C. DANIELS,
W. TWYMAN,
Committee.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

Subdivision.

422—F. H. Knapp.

Anyone knowing the whereabouts of John V. Williams, who was an engineer on the Houston & Texas Central and lived at Denison, Texas, some years ago, will confer a favor by corresponding with Mr. Wheaton Williams, care Mr. Edward Kiltz, Sharon Hill, Schoharie Co., N. Y.

Wanted—To know the whereabouts of Justus Meyer, age 43 years, about 5 feet 8 inches in height, blond hair, was wearing a sandy colored mustache, florid complexion. When last heard from was running an engine out of Jacksonville, Tex., on the T. & N. O. Division of the Southern Pacific Railway. Some money is awaiting him in St. Louis which will be paid to him upon his making his whereabouts known to Robert Meyer, Seventh and Spruce streets, St. Louis, Mo.

Anyone knowing the whereabouts of Ed. Sojourner, formerly engineer on the Texas Central Railroad, will confer a favor by writing to Bro. J. E. Lindquist, F. A. E. Div. 725., Walnut Springs, Tex.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Marshalltown, Ia., July 6, blood poisoning, Bro. J. D. Parker, member of Div. 6.

Chicago, Ill., June 19, paralysis, Bro. Eli W. Perkins, member of Div. 10.

Chicago, Ill., June 26, Bro. Jacob Young, member of Div. 10.

Buffalo, N. Y., June 25, diabetes, Bro. Nathan W. Davis, member of Div. 15.

Buffalo, N. Y., June 21, apoplexy, Bro. M. Leahy, member of Div. 15.

Buffalo, N. Y., April 20, heart trouble, Bro. Jay McKinney, member of Div. 15.

Rochester, N. Y., July 6, diabetes, Bro. John Kinney, member of Div. 18.

Freeport, Ill., June 26, Mr. W. W. Powell, father of Bros. W. G. and V. N. Powell, members of Div. 27.

Bloomington, Ill., June 6, Bro. H. D. Clark, member of Div. 31.

Sharon, Pa., July 10, killed by train, Bro. P. E. Morrison, member of Div. 43.

Meadville, Pa., June 21, Bro. J. F. Wheeler, member of Div. 43.

Jersey City, N. J., June 24, consumption, Bro. Geo. Killey, member of Div. 53.

Newark, N. J., May 8, pneumonia, Bro. John Ryan, member of Div. 53.

Port Jervis, N. Y., July 12, appendicitis, Bro. M. D. Murnen, member of Div. 54.

Conshohocken, Pa., June 16, tuberculosis of the spine, Bro. Chas. Bonter, member of Div. 75.

Excelsior Springs, Mo., June 29, collision, Bro. D. G. Parrish, member of Div. 86.

Royalston, Mass., July 2, struck by engine, Bro. Walter B. Hodges, member of Div. 112.

Indianapolis, Ind., June 11, typhoid fever, Miss Mazie Dean, daughter of Bro. Mike Dean, member of Div. 121.

Bismarck, Mo., —, Frank Barrett, son of Bro. Tom Barrett, member of Div. 123.

De Soto, Mo., June 10, Mrs. Alice Gratiot, mother of Bros. Fred and R. J. Gratiot, members of Div. 123.

New York City, June 26, run over by train, Bro. H. E. Varian, member of Div. 145.

Youngstown, O., June 29, locomotor ataxia, Bro. J. E. Darrow, member of Div. 148.

Fond du Lac, Wis., June 17, killed in collision, Bro. Thos. McDonald, member of Div. 185.

Salida, Colo., April 8, Bro. O. R. Newton, member of Div. 186.

Danbury, Conn., June 16, Bro. J. Dougherty, member of Div. 205.

Montpelier, O., July 2, derailment of engine, Bro. Conrad Wohmlich, member of Div. 218.

Wellboro, Pa., June 5, apoplexy, Bro. John Barber, member of Div. 244.

Altoona, Pa., July 10, complication of diseases, Bro. Wm. Cover, member of Div. 287.

Altoona, Pa., July 7, tuberculosis, Bro. M. P. Roman, member of Div. 287.

Middletown, N. Y., June 25, derailment, Bro. Ruben Vandermark, member of Div. 292.

Middletown, N. Y., July 14, scalded, Bro. Mathew F. McCue, member of Div. 292.

Roanoke, Va., June 25, peritonitis, Bro. J. E. Gardner, member of Div. 301.

Saginaw, Mich., June 21, Bright's disease, Bro. John S. Tapper, member of Div. 304.

St. Petersburg, Fla., July 9, Bro. D. L. Haddock, member of Div. 309.

Clinton, Ill., June 23, heart trouble, Bro. Harvey Green, member of Div. 315.

Wilmington, Del., June 16, Bright's disease, Bro. G. H. Brown, member of Div. 342.

Spooner, Wis., July 2, burns from explosion of gasoline, Bro. Wm. H. Dodge, member of Div. 369.

Sedro Wooley, Wash., June 8, tuberculosis, Bro. John A. Tachoeple, member of Div. 399.

Port Guichenon, B. C., Can., June 11, collision, Bro. Robert S. Nichols, member of Div. 399.

Seattle, Wash., June 11, collision, Bro. A. M. McPheters, member of Div. 399.

St. Louis, Mo., June 2, pneumonia, Bro. W. Roach, member of Div. 428.

Denver, Colo., June 16, engine turned over, Bro. Marcus Kerins, member of Div. 451.

Grand Junction, Colo., July 10, collision, Bro. Henry Heideman, member of Div. 488.

Waterville, Me., Jan. 18, complication of diseases, Bro. Geo. Butler, member of Div. 508.

Kingston, Pa., June 18, Bro. Malvin C. Davis, member of Div. 543.

Georgetown, Tex., May 12, tuberculosis, Bro. A. B. Chadwick, member of Div. 570.

Monterey, Mex., July 2, typhoid fever, Bro. Louis Lang, member of Div. 614.

Hugo, Okla., June 18, heart failure, Mrs. F. O. Miller, wife of Bro. F. O. Miller, member of Div. 638.

Rochester, Minn., June 30, consumption, Bro. W. C. Ungemach, member of Div. 672.

Guaymas, Mex., June 21, complication of diseases, Bro. C. F. Dameron, member of Div. 735.

Greensboro, N. C., May 25, Mrs. Lucy Hobgood Piper, wife of Bro. E. L. Piper, member of Div. 759.

Greensboro, N. C., June 18, Mr. W. H. Morton, father of Bro. B. D. Morton, member of Div. 759.

Chillicothe, O., June 29, heart disease, Bro. Geo. W. Cutter, member of Div. 65. Brother Cutter was one of the oldest and most earnest members of the Order in Ohio, having begun railroad life in 1863 as fireman, promoted in 1865, served as an engineer on what is now the B. & O. S. W. 43 years, until he was retired in December, 1908. He represented Div. 65 as delegate to the conventions at St. Paul, 1894; Ottawa, Can., 1896, and Los Angeles, 1904, and was widely known by delegates and particularly in Brotherhood affairs in Ohio. The pioneers are slowly passing on beyond the reach of earthly calls.—EDITOR.

Marshall, Mich., July 8, Thomas Hayward, one of the M. C. engineers who joined the movement originated by W. D. Robinson, at Marshall, Mich., which resulted in organizing the Brotherhood of the Footboard in 1863, and so far as we know, retained his membership in the Order until about 1880, when he retired from railroad service on the Michigan Central to go on a farm, where he has since lived. Mr. Hayward seems to be the last of those who were active in working up the sentiment which culminated in the organization, though there are others still living who obligated themselves during the formation period, and though Mr. Hayward honorably withdrew from the Order when he became a farmer, he earned a place for his name on the tablet of real pioneers which is a high honor the Order will preserve for him while it continues to exist.—EDITOR.

Memphis, Tenn., June 14, pneumonia, Bro. T. P. Bellows, member of Div. 23. Brother Bellows attended the New York, Chicago and Richmond Conventions, 1886-7-8, representing Vicksburg Div. 281, and being a man of more than ordinary ability had a large place in the discussion and legislation, especially at Richmond, when he was made chairman of the committee to which was submitted the question of how to deal with the Q strike as a future proposition, and was appointed a member of Bro. A. R. Caverner's committee to effect a settlement. Soon after he was tendered the position of trainmaster at Vicksburg, Miss., and has since filled positions as superintendent, chief instructor on standard rules, and traveling engineer Y. & M. V. of the Illinois Central, always keeping his membership in the B. of L. E. and manifesting great interest in its

welfare. As an evidence of his standing with the company, trains on the Y. & M. V. were tied up during the hour of the obsequies and members of the Order from every Division south of the Ohio attended the funeral. Some railway managers seem to think an official cannot be loyal to the company as an official and continue to hold membership in the B. of L. E., but Brother Bellows demonstrated that right duty could be performed for both.—EDITOR.

ADMITTED BY TRANSFER CARD

Into Division—

- 37—J. Allen Walker, from Div. 11.
 44—John Meyers, from Div. 178.
 53—Robert W. Walker, from Div. 373.
 76—Lloyd Johnston, from Div. 535.
 80—A. F. Jackson, from Div. 379.
 90—W. F. Horn, from Div. 250.
 91—John McKenna, from Div. 469.
 111—Thos. F. Smith, from Div. 60.
 119—W. S. Knickerbocker, from Div. 253.
 145—Geo. A. Ellis, from Div. 756.
 147—E. B. Quimby, from Div. 262.
 Frank Bates, from Div. 262.
 156—J. M. Niner, from Div. 464.
 186—W. C. Schenck, from Div. 623.
 187—J. M. Adams, from Div. 557.
 199—Robert H. Taylor, from Div. 29.
 263—Robert Harris, from Div. 276.
 299—P. J. Dammerell, J. H. LaLonde, Chas. Tucker, Robert Fields, J. N. McCarty, from Div. 341.
 312—W. G. Eastman, from Div. 57.
 314—H. Hannah, from Div. 84.
 Wm. A. Tyndall, from Div. 208.
 341—H. J. Minnich, Chas. H. Morris, Herman Jossey, from Div. 371.
 C. L. Brown, from Div. 251.
 Morgan Skyles, J. D. Snuringer, from Div. 505.
 426—C. D. Williams, from Div. 531.
 431—Geo. E. Hoxie, from Div. 147.
 439—S. A. Thompson, from Div. 508.
 447—John Wolf, from Div. 12.
 497—E. A. Martinez, D. E. Laro, from Div. 614.
 J. G. McGrail, from Div. 161.
 523—B. L. Wheatley, from Div. 431.
 538—William Fry, from Div. 393.
 562—R. Hargraves, from Div. 486.
 A. H. McCraig, from Div. 258.
 567—Wm. H. Miller, from Div. 302.
 600—F. W. Eker, from Div. 7.
 601—A. S. Headley, from Div. 259.
 617—S. A. Lyle, from Div. 511.
 650—O. C. Greenwood, from Div. 345.
 660—Max M. Tenisch, from Div. 392.
 672—A. P. Alsobrook, from Div. 225.
 674—E. C. Plummer, from Div. 177.
 680—P. Harveson, from Div. 366.
 689—F. A. Gleason, F. O. Call, from Div. 128.
 W. J. Hatch, from Div. 286.
 705—Ira J. Mosey, from Div. 74.
 706—R. S. Corley, from Div. 628.
 M. Drew, from Div. 210.
 C. W. Mannoecke, from Div. 331.
 711—Edgar Sims, from Div. 701.
 713—James Marr, from Div. 453.
 716—T. W. Martin, from Div. 469.
 736—J. M. Sandidge, from Div. 187.
 H. A. Spencer, from Div. 432.
 737—W. E. Thearp, from Div. 715.
 752—Milton Livingston, from Div. 145.
 758—Robert Wegner, P. B. Coyne, from Div. 540.
 Niel C. Ryan, from Div. 399.
 John Pischke, Jas. McGrath, from Div. 69.
 761—Harry Conger, from Div. 726.
 Jas. M. Taylor, from Div. 538.
 769—E. M. Rabb, E. S. McGlashen, R. W. Griffin, from Div. 309.
 774—R. E. Guthrie, from Div. 587.
 W. E. Montgomery, from Div. 669.
 779—J. R. Graham, W. R. Etheridge, J. T. Hennessy, from Div. 706.
 S. A. Methvin, from Div. 210.
 781—A. P. Suttle, from Div. 448.
 Sam Duncan, from Div. 512.

782—C. E. Sympson, from Div. 547.

- R. C. Baker, T. J. Bond, J. W. Clark, W. H. Childress, E. F. Cameron, N. Campbell, J. F. Chappell, Joe Caddell, Geo. S. Everin, R. L. Frye, P. V. Fisher, E. P. Fisher, R. J. Flannigan, Wm. Farrare, Wm. P. Gross, T. H. Glenn, E. R. Heinig, Chas. R. Higdon, M. Huddleson, W. A. Holder, P. L. King, W. W. Lyon, H. M. Luttrell, Frank H. Loy, A. L. Martin, J. A. Mahoney, H. C. McGruder, W. L. McKarsie, J. H. McCarty, W. S. Nicholson, E. Newell, Geo. O'Mary, A. Pierre, M. L. Pierce, L. W. Pulliam, B. A. Righthouse, Wm. R. Dolph, Wm. Samuels, R. R. Spencer, Wm. C. Schrader, S. F. Steele, J. C. Sudberry, F. D. Teter, W. A. Thornton, Jno. Tummins, W. O. Vaughn, Thos. J. Woods, P. E. Wann, R. L. Williams, from Div. 463.
 783—John Allen, A. Acker, Flower Brevort, W. F. Burroughs, Thos. Brissett, John Brady, Daniel Brady, Louis Biehl, Alex. Burr, H. Brunkhorst, Henry A. Buckley, Wilton Campbell, Sewell Craig, L. J. Cavanaugh, G. W. Carson, F. H. Coleman, J. T. Carpenter, Frank Card, Walter Davis, H. Dalrymple, G. K. Elliott, Myron Elliott, Chas. H. Munn, Thos. Maney, Thos. McCain, Thos. O'Connor, W. E. O'Call, W. H. O'Call, Frank Ruland, J. N. Ross, S. B. Rowe, Chas. Ryder, M. J. Sherwood, Geo. Sliter, Peter Sliter, James Stanfield, Chas. Sedor, Fred Weaver, A. C. J. Wolters, W. O. Wickman, E. Fitzgibbons, E. C. Fyler, L. Grune, A. C. Garner, J. C. Gardner, J. J. Hayden, E. Hulbert, W. Hasey, J. Lamb, J. V. Marshall, Fred Knoblock, from Div. 145.

WITHDRAWALS

From Division—

- 28—Fred L. Wales.
 84—Robert K. Tompkins.
 291—H. J. Elliott.
 306—James Schultz.
 310—Ambrose Allison.
 340—F. Younginger.
 389—H. B. Dodge.

From Division—

- 461—F. A. Herring.
 522—M. J. Faharty.
 579—Dan Norris.
 589—W. H. Wynne.
 622—A. E. Bates.
 661—J. P. Blair.

REINSTATEMENTS

Into Division—

- 65—F. W. Baesman.
 77—Edward O. Sexton.
 196—A. Harms.
 205—Harry Conslidine.
 210—A. James.
 234—C. L. Galletly, Wm. Simpson.
 267—J. P. Moore.
 302—Wm. H. Miller.

Into Division—

- 336—J. H. Downey.
 363—W. C. Mercer.
 436—H. Jackson.
 497—Fred H. Sage.
 565—John T. McCarty.
 578—J. W. Binkley.
 624—B. H. Miller.
 630—C. A. Lang.
 682—Frank Baker.

EXPELLED

FOR NON-PAYMENT OF DUES.

From Division—

- 22—H. H. Hartman.
 48—Louis Smith, H. N. Smith, J. N. Everett.
 107—P. W. Crum, J. C. W. Bauer.
 119—Jas. L. Moore.
 128—Wm. Watts.
 143—Hades A. Smith.
 155—Walter A. Roberts, C. F. Garrison, R. B. Kern, Henry Diengo.
 183—Arthur E. McKee.
 215—J. O. Shackelford.
 310—A. J. Coburn.
 312—H. A. White.
 463—C. R. Slavin, C. E. Fretwell.

From Division—

- 463—S. W. Fretwell.
 J. H. Showalter.
 481—G. A. Duval, Wm. J. Lock.
 488—Price Dittman.
 507—Jno. Roche, L. S. Holdy.
 569—J. T. Collier, S. B. Hoge.
 575—Chas. Hay.
 583—John Gerrard.
 614—Frank Whitsett.
 671—Guy A. Bull.
 703—J. F. Horne, C. E. Lucas.
 705—Harry M. Hamlin.
 718—W. P. Hall.

FOR OTHER CAUSES.

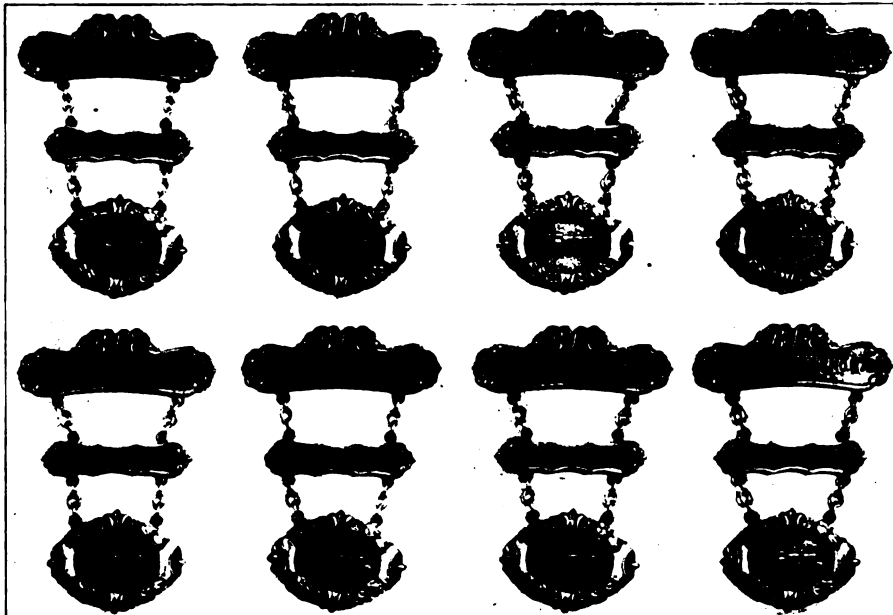
- 23—J. M. DuRose, J. F. Burnell, forfeiting insurance and non-payment of dues.
 33—P. J. Sibbald, intoxicated while on duty.
 43—H. W. Boyle, keeping a saloon.
 90—W. F. Higgins, intoxication.
 111—Chas. T. Sperling, F. L. Haddick, intoxication.
 134—A. D. Ripley, J. M. Murphy, forfeiting insurance.
 166—Wm. T. Bingham, Jno. F. Sullivan, C. Z. Meyers, non-payment of dues and failing to correspond with Division.
 210—W. T. Posey, forfeiting insurance.
 211—Chas. Reece, forfeiting insurance.
 232—J. G. Ackerman, R. P. McCord, R. C. Price, E. E. Beatty, forfeiting insurance.
 248—J. A. Brotherton, forfeiting insurance.
 254—P. Collins, keeping a saloon and non-payment of dues.
 267—S. Wooldridge, forfeiting insurance.
 277—N. C. Cunningham, forfeiting insurance.
 296—P. O. Parmeley, non-payment of dues and forfeiting insurance.
 299—Walker C. Campbell, forfeiting insurance.
 307—J. E. Walters, intoxication.
 318—D. E. Hickey, forfeiting insurance.
 323—P. C. Newson, forfeiting insurance and non-payment of dues.
 342—James Oakes, intoxicated while on duty.
 352—Hamilton Thomas, non-payment of dues and forfeiting insurance.
 401—P. Cary, unbecoming conduct.
 429—E. D. Appgar, non-payment of dues and forfeiting insurance.
 435—C. F. Lusk, violation of obligation.
 J. C. Harris, non-payment of dues and forfeiting insurance.
 436—Jas. Jordan, C. C. Flemming, T. H. Day, forfeiting insurance.
 D. L. Perry, as per Section 89, Statutes.
 451—Elmer Skinner, forfeiting insurance.
 519—Jos. Blanchet, forfeiting insurance and non-payment of dues.
 522—F. J. Hoffman, failing to correspond with Division.
 539—James B. Blair, as per Section 53, Statutes.
 551—James A. Rowley, non-payment of dues and forfeiting insurance.
 565—Jos. W. Miller, forfeiting insurance.
 568—B. M. Aaron, forfeiting insurance and non-payment of dues.
 569—Frank Judd, non-payment of dues and violation of obligation.
 589—A. M. Curtis, F. M. Twombly, non-payment of dues and forfeiting insurance.
 591—H. Miner, unbecoming conduct.
 637—E. J. Evans, non-payment of dues and forfeiting insurance.
 668—C. F. Balmer, non-payment of dues and forfeiting insurance.
 706—Joe. T. Hennessy, Jr., E. V. Munson, non-payment of dues and forfeiting insurance.
 713—J. C. Shelton, non-payment of dues and forfeiting insurance.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. R. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.



REGALIA—SUBDIVISIONS.

The Columbus Convention adopted a metal badge of office and the above represents a set of these badges. The bar at the top is to have the name and number of the Subdivision engraved on it when ordered. They are very convenient, look nice and are comparatively inexpensive, \$12 for the set in a handsome convenient case. Orders should be directed to Bro. W. B. Prenter, F. G. E.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 705-708

SERIES I.

OFFICE OF ASSOCIATION, ROOM 509, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, Aug. 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 16th of each month. Claims received after that day will lie over until the succeeding month.

No. of Assn.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
658	J. F. Mendel....	39	39	Mar. 31, 1901	Mar. 27, 1906	Blind left eye.....	\$1500	Self.
659	Richard Martin....	55	338	Oct. 20, 1887	May 21, 1906	Blind left eye.....	1500	Self.
660	C. Gallagher.....	32	413	Jan. 4, 1902	June 13, 1906	Blind right eye.....	1500	Self.
661	F. M. Jackson.....	62	365	June 24, 1886	June 21, 1906	Blind left eye.....	3000	Self.
662	Wm. J. Kendall....	37	589	Feb. 14, 1904	May 27, 1909	Left eye removed....	1500	Self.
663	Wm. J. Roach.....	46	428	Dec. 13, 1892	May 29, 1909	Pneumonia.....	1500	Catherine Roach, w.
664	Thos. Holmes.....	62	184	July 27, 1872	June 7, 1909	Paralysis.....	3000	Clara E. Holmes, w.
665	Wm. H. Green.....	61	94	Sept. 1, 1887	June 8, 1909	Chronic prostatitis..	1500	Sarah E. Green, w.
666	A. M. McPheters....	41	399	Apr. 12, 1903	June 11, 1909	Killed.....	750	Mrs. A. J. McPheters, w.
667	J. D. Parker.....	71	6	May 17, 1886	June 14, 1909	Left leg amput'd....	3000	Self.
668	S. E. Hilliard.....	43	187	Sept. 23, 1895	June 16, 1909	Left leg amput'd....	3000	Self.
669	Marcus Kerin.....	64	451	Jan. 17, 1893	June 16, 1909	Killed.....	3000	Margaret Kerin, w.
670	Chas. Bonter.....	27	75	Jan. 5, 1908	June 16, 1909	Tuberculosis.....	1500	Lillian C. Bonter, w.
671	James Dougherty...	49	206	Sept. 2, 1900	June 16, 1909	Nephritis.....	1500	Rosa A. Dougherty, m.
672	Geo. H. Brown.....	47	342	Sept. 17, 1903	June 16, 1909	Bright's disease....	3000	Laura Brown, w.
673	E. W. Perkins.....	53	10	Mar. 15, 1887	June 17, 1909	Paralysis.....	3000	Mrs. Lizzie F. Perkins.
674	W. H. Turner.....	39	85	Nov. 15, 1903	June 17, 1909	Killed.....	1500	Ada I. Turner, w.
675	Sherman Briggie...	38	781	Oct. 20, 1903	June 20, 1909	Right leg amput'd....	1500	Self.
676	John S. Tapper.....	52	304	Dec. 4, 1904	June 21, 1909	Bright's disease....	1500	John E. Tapper, d.
677	Michael Leahy.....	63	15	June 17, 1872	June 21, 1909	Apoplexy.....	3000	Elizabeth Leahy, w.
678	John F. Wheeler...	77	43	Mar. 12, 1887	June 21, 1909	Senility.....	3000	Fannie E. Wheeler, w.
679	A. W. Ryland.....	29	215	Oct. 13, 1902	June 22, 1909	Nephritis.....	1500	Mary E. Ryland, m.
680	A. W. Beeler.....	45	47	Nov. 19, 1901	June 23, 1909	Killed.....	1500	Mamie Beeler, w.
681	Geo. E. Killey.....	39	53	Mar. 23, 1903	June 24, 1909	Tuberculosis.....	1500	Kate Killey, w.
682	Harvey Green.....	49	315	Apr. 6, 1895	June 24, 1909	Heart disease.....	4500	Mollie M. Green, w.
683	Jas. E. Gardner....	32	218	Apr. 25, 1904	June 25, 1909	Blood poison.....	1500	Nellie K. Gardner, w.
684	R. Van Dermark....	35	292	June 1, 1902	June 25, 1909	Killed.....	1500	Maggie VanDermark, w.
685	N. W. Davis.....	67	15	Jan. 24, 1874	June 25, 1909	Diabetes.....	3000	Mamma and Jennie Davis, d.
686	H. E. Varian.....	37	145	Sept. 7, 1902	June 26, 1909	Killed.....	3000	Henrietta Varian, w.
687	C. C. Forbes.....	50	343	Jan. 4, 1892	June 27, 1909	Left leg amput'd....	3000	Self.
688	G. E. Knapp.....	27	345	May 26, 1907	June 28, 1909	Killed.....	1500	Nannie R. Knapp.
689	G. W. Cutter.....	71	65	Jan. 9, 1881	June 29, 1909	Heart disease.....	4500	Sue Cutter, w.
690	D. G. Parish.....	37	66	Dec. 1, 1902	June 29, 1909	Killed.....	1500	George Parish, F.
691	C. H. Sieben.....	39	504	Feb. 17, 1907	July 1, 1909	Left foot amput'd....	1500	Self.
692	Wm. H. Dodge.....	32	369	Feb. 26, 1905	July 2, 1909	Killed.....	1500	Mable Dodge, w.
693	Louis Lang.....	44	614	Feb. 3, 1893	July 2, 1909	Abscess of liver.....	3000	Ellen Lang, w.
694	E. K. Brehl.....	53	214	Aug. 5, 1905	July 2, 1909	Right leg amput'd....	1500	Self.
695	W. B. Hodges.....	41	112	Sept. 27, 1903	July 2, 1909	Killed.....	750	Nellie Hodges, w.
696	Conrad Wohllich...	38	218	Feb. 26, 1905	July 2, 1909	Killed.....	3000	Charlotte Wohllich, w.
697	L. E. Jackson.....	47	388	Sept. 19, 1899	July 5, 1909	Heart disease.....	3000	Agnes E. Jackson, w.
698	Michael Roman....	53	287	Apr. 15, 1887	July 7, 1909	Tuberculosis.....	1500	Mrs. Michael Roman, w.
699	R. L. Phillips.....	42	207	Oct. 15, 1905	July 7, 1909	Nephritis.....	3000	Sallie M. Phillips, w.
700	J. W. Cogrove.....	62	333	July 9, 1887	July 9, 1909	Hemorrhage.....	3000	Eula, Robt. Phillips, c.
701	J. B. Cotty.....	57	86	Mar. 6, 1871	July 10, 1909	4500	Mrs. J. W. Cogrove, w.
702	P. E. Morrison....	49	43	Sept. 11, 1902	July 10, 1909	Killed.....	1500	Mrs. J. H. Cotty.
703	Hry Heideman.....	46	488	Sept. 25, 1896	July 10, 1909	Killed.....	4500	Mrs. J. H. Rueger.
704	John J. Sheeley..	52	492	Oct. 27, 1895	July 12, 1909	Kidney trouble....	3000	Lula G. Cotty.
705	R. S. Gill.....	48	756	Mar. 22, 1896	July 12, 1909	Suicide.....	1500	Mrs. P. E. Morrison, w.
706	J. R. Whitte.....	33	190	Apr. 1, 1907	July 12, 1909	Tuberculosis.....	1500	Dolly Heideman, w.
707	M. D. Murnen.....	51	54	Dec. 4, 1897	July 12, 1909	Appendicitis.....	1500	Mary Sheeley, w.
708	M. F. McCue.....	30	292	Aug. 6, 1905	July 14, 1909	Killed.....	1500	John R., Jas. K. and Maria M. Sheeley.

Total number of claims, 51. Total amount of claims, \$114,000.

Financial Statement.

CLEVELAND, O., July 1, 1909.

MORTUARY FUND FOR JUNE.

Balance on hand.....	\$177,756 17
Paid in settlement of claims.....	138,000 00
Surplus.....	\$ 39,756 17
Received by assessments 517-519 and back assessments.....	\$104,894 06
Received from members carried by Association.....	389 25
Interest for June, 1909.....	439 57 \$105,722 88
Balance in bank June 30, 1909.....	\$145,479 05

EXPENSE FUND FOR JUNE.

Balance on hand.....	\$ 14,957 22
Received from fees.....	243 58
Balance.....	\$ 15,200 80
Expenses during month of June, 1909.....	3,365 21
Balance in bank June 30, 1909.....	\$ 11,835 59

Statement of Membership.

FOR JUNE, 1909.

Classified represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessments 517-519.....	2,821	33,481	13,949	2,447
Members from whom as- sessments 517-519 were not collected.....	361	2,534	699	2
Members carried by the Association.....	4	164	338	27
Applications and rein- statements received during month.....		157	74	15
Totals.....	3,189	36,336	15,060	2,491
From which deduct poli- cies terminated by death, accident, or otherwise.....	13	160	51	11
Total membership June 30, 1909.....	3,176	36,176	15,009	2,480
Grand total.....				56,841

Weekly Indemnity Claims Paid July 1, 1909.

Cl'm	Div.	Name	Amt. Paid	Cl'm	Div.	Name	Amt. Paid
996	399	A. O. Wishard.....	\$ 800 00	29	237	J. T. Richardson.....	20 00
997	192	F. Hobeln.....	31 43	30	27	F. P. Monahan.....	30 00
998	110	A. W. Clements.....	111 43	31	511	J. A. Callahan.....	20 40
999	155	D. R. Talbott.....	300 00	32	232	J. C. Smith.....	40 00
1000	379	Chas. Nelson.....	267 86	33	83	J. S. Hart.....	82 86
1	252	J. K. Ramey.....	31 43	34	297	J. H. Busch.....	38 57
2	158	Henry Ward.....	37 50	35	44	Henry Mueller.....	200 00
3	514	J. E. Johnson.....	31 43	36	427	J. A. Williams.....	60 00
4	156	W. H. Duncan.....	174 29	37	219	O. P. Cumberley.....	1040 00
5	248	G. D. Hunter.....	36 43	38	178	D. H. Kuhn.....	285 71
6	232	H. D. Wimmer.....	51 43	39	351	L. P. Carvell.....	57 86
7	19	G. W. Webb.....	19 64	40	336	A. O. Cragg.....	140 00
8	197	N. E. Stevenson.....	40 00	41	200	E. M. Nelson.....	21 43
9	8	L. D. Montgomery.....	8 57	42	445	Parley Yaw.....	45 00
10	136	D. H. Potter.....	30 00	43	423	J. W. Smith.....	25 71
11	476	Frank Carman.....	36 43	44	134	R. L. Moore.....	20 00
12	718	C. C. Hicks.....	265 71	45	738	Pat Eagan.....	22 86
13	604	Herbert Reynolds.....	28 57	46	245	C. W. Kemp.....	15 00
14	29	S. J. Carter.....	51 43	47	7	P. W. Shane.....	60 00
15	317	H. C. Linn.....	138 57	48	178	Wallace Yost.....	20 00
16	156	W. D. Moore.....	8 57	49	237	A. M. Finley.....	40 00
17	432	W. B. Morgan.....	40 00	50	427	C. C. Eaves.....	15 00
18	251	Gust Peterson.....	14 29	51	462	C. E. Spickelmire.....	25 71
19	251	Gust Peterson.....	11 43	52	609	Wm. Martin.....	15 00
20	511	J. F. Kinder.....	87 86	53	514	W. C. Goodner, Adv.....	250 00
21	445	R. W. Murdick.....	53 57	719	511	G. D. Prince, Bal.....	83 57
22	457	E. E. Peffer.....	17 14	*771	368	A. A. Walker, Adv.....	100 00
23	594	J. F. Thompson.....	27 86	*776	260	G. O. Redmond, Adv.....	200 00
24	738	G. C. Moore.....	57 14	*808	115	F. W. Dudley, Adv.....	75 00
25	898	T. R. Welch.....	31 43	*818	372	L. E. Leighton, Adv.....	115 00
26	584	C. C. Bothwell.....	31 43				
27	178	W. R. Fennell.....	17 14				
28	361	J. R. Nugent.....	34 29				\$6038 58

Total number of Weekly Indemnity Claims.....56

*Number of advance payments on Claims.....5

Total number of Death Claims, 0.

Weekly Indemnity Claims paid from Dec. 1, 1906, to June 1, 1909.....74,871 90

Indemnity Death Claims paid from Apr 1, 1907, to June 1, 1909.....57,000 00

\$131,871 90 137,910 48

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

-YES-

The J. P. Targent Glove
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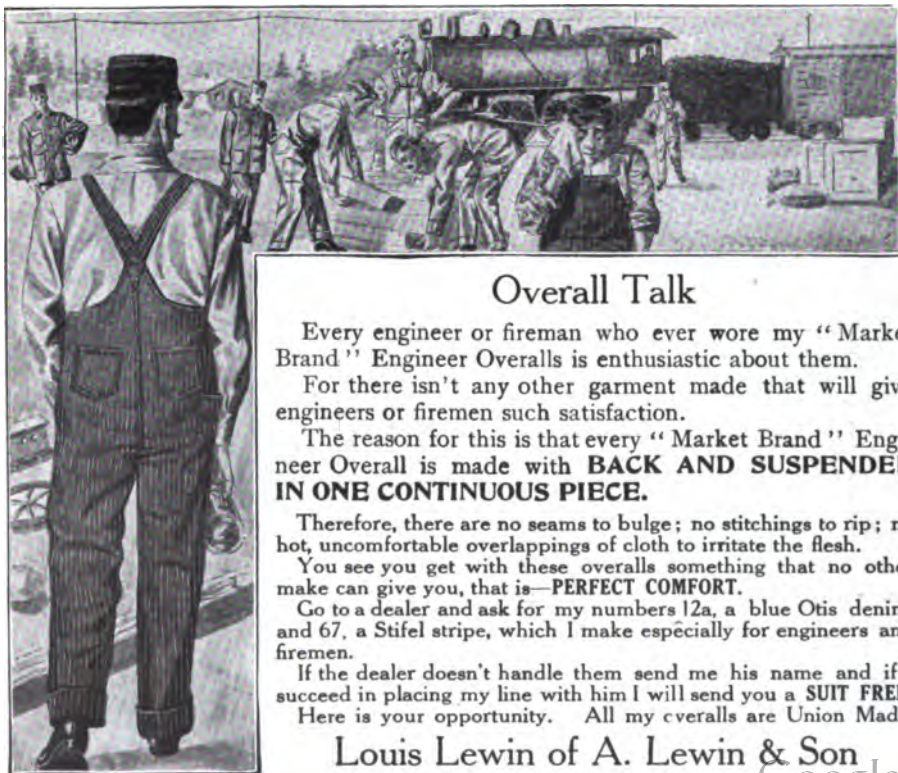
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You see you get with these overalls something that no other make can give you, that is—**PERFECT COMFORT.**

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If the dealer doesn't handle them send me his name and if I succeed in placing my line with him I will send you a **SUIT FREE.**

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LOCOMOTIVE ENGINEERS JOURNAL

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C. H. SALMONS, EDITOR AND MANAGER
301 SOCIETY FOR SAVINGS BUILDING, CLEVELAND OHIO

Vol. XLIII

SEPTEMBER 1909

NUMBER 9

Spain, Past and Present.

Spain was known to the Greeks and Romans as Spania, Hispania, and Iberia. The most ancient inhabitants of Spain appear to have been the Iberians. To these afterward were joined certain tribes of Celts who succeeded in making a settlement for themselves in the country after sanguinary contests with the aborigines. The Phœnicians were the first civilized nation who made a descent on the penin-

sula and founded settlements. The Greeks and Carthaginians followed later, and the history of Spain properly begins with the Carthaginian invasion, 238 B. C.

After the first Punic war the Carthaginians began to establish themselves in Spain. Large tracts of territory were brought under their sway by Hamilcar, 238-229, and Hasdrubal, 228-221, and among the cities founded by them was New Carthage, the modern Cartagena, which soon became a celebrated empo-



CARTAGENA, SPAIN, FOUNDED BY THE CARTHAGINIANS UNDER HASDRUBAL ABOUT 228 B. C. POP. 100,000.

rium. Hannibal captured Saguntum in 219 B. C. and brought on the second Punic war, partly carried on in Spain, which resulted in the expulsion of the Carthaginians, when the Romans undertook to subjugate the entire country but did not succeed until after a war of about 200 years' duration when they were finally subjugated by Augustus and his generals and Spain was converted into a Roman province.

The fall of the Roman Empire facilitated the entrance to the country by the

came across at the invitation of Alaric.

For some years after their conquest of Spain the Moors held it as a dependency of North Africa, but was afterward, 717, governed by emirs appointed by the caliphs of Damascus.

About the year 756 Abdul Rhaman I, the last caliph of the dynasty of the Ommiads, having been driven from Damascus where he was displaced by the Abbassides, succeeded in overthrowing the government of the latter in Spain, and established the independent caliphate of



CORDOVA, SPAIN, FOUNDED BY THE ROMANS 152 B. C., ONCE THE SACRED CITY OF THE MOORS. In the tenth century it contained nearly 1,000,000 inhabitants and 300 mosques. Its present cathedral was originally a Mohammedan mosque and contains a forest of columns of many architectural designs and of materials brought from various ancient temples. Population about 60,000.

Vandals, followed by the Visigoths, 467-484, who expelled the Romans and gave the people their first written law.

The Catholic faith was introduced in 586 under Riccard I and gave the corrupt Latin language preference over the Gothic, and after that the unity of the Spanish nation was maintained by the Catholic religion and the political influence of the clergy; but, after retaining the mastery for nearly two centuries, the Visigoths were in their turn conquered by the Arabs or Moors of Africa, who

Cordova, which, under Abdul Rhaman III and his son, Hakkem II, who died in 976, reached its zenith of power and prosperity. After the deposition of Hescham III the caliphate rapidly declined, for when that event took place the various governors of provinces declared themselves independent and assumed the title of kings. Thus, Arabian princes reigned at Saragossa, Toledo, Valencia and Seville, where not only the language but also the manners of the Moors at that time prevailed almost universally. Still,

the free exercise of their religion was allowed to the Christians and also retention of their language, laws and magistrates.

The Visigoths who had succeeded in maintaining their independence in the mountains of Asturia on the Bay of Biscay, founded under Pelayo in 718 the kingdom of Oviedo. His second successor was Alfonso I. The Catholics conquered Galicia and a part of Leon and Castile adjoining. The remainder of Leon was conquered by Alfonso III, whose son,

their common foe, the Moors, and about the end of the 11th century Mohammed of Cordova and Seville applied for assistance against Alfonso VI of Leon and Castile to the Almoravides, the founders of the Empire of Morocco. The Almoravides entered Spain and gained some success over Alfonso, but they quarreled with Mohammed and turned upon him and obliged him to yield them a portion of his territory, and the Almoravide sovereign was ultimately acknowledged sole monarch of Moham-



TOLEDO, SPAIN, SITUATED 55 MILES SOUTHWEST OF MADRID, WAS THE ANCIENT CAPITAL OF SPAIN.

It is now the Archiepiscopal See of the primates of Spain. The city is walled, and is surrounded by lofty mountains. In the large square of Zocodoven, now the fashionable promenade, heretics were burned in the past, and bull-fights take place now. Toledo was the seat of the Inquisition. It is the oldest town in Spain, and in its palmy days had two hundred thousand inhabitants. Now about twenty-two thousand. The manufacture of the Toledo blade is the only ancient industry remaining.

Ordone II, transferred his residence to the city of Leon and called his dominion the Kingdom of Leon. In 1037 Ferdinand I united the kingdoms of Leon and Castile which became the most powerful Spanish state.

Other Spanish states which had been given to sons of deceased monarchs were Aragon, Galicia, Portugal, Murcia, and others of smaller dimensions, and though frequently at war with each other, the Christian princes usually united against

medan Spain; but another Mohammedan tribe in turn overpowered them in the 12th century, and while they were quarreling among themselves the Christian kings were making headway in securing further territory, and by the year 1212 there only remained to the Mohammedans Cordova and Granada, and these were obliged to recognize the supremacy of Castile, though they retained their kingdoms.

Under Ferdinand III, 1217, Cordova,

Alcala, Seville, Cadiz and other places were wrested from the Moors, and Alfonso X, 1252-80, made further conquests.

With the marriage of Ferdinand V of Aragon and Isabella of Castile, Christian Spain was consolidated into one kingdom. Henry IV being deposed by his turbulent vassals, 1465, the crown was given to Isabella, 1469.

An army was organized for the suppression of robberies and violence, and to check the power of the nobility, and this power was strengthened by the adoption

blow to the commerce of the country.

The discovery of America by Columbus the same year gave opportunity for Spanish conquest in North, Central, and South America, and Spain flourished as it had never done before, but the treatment of its enforced subjects was so much in harmony with the spirit of the Inquisition that eventually nearly all its outlying and island possessions have been lost, and now, five centuries after the expulsion of the Moors, Spain's African possessions are evidently endangered by the Moors whom they expelled, and a de-



SEVILLE, SPAIN, ON THE EAST BANK OF THE GUADALQUIVIR.

Noted for its great cathedral which ranks next to Saint Peter's in Rome (1401-1519). In the nave are tombs of Ferdinand III, and of Ferdinand, the son of Columbus. Population 400,000.

of the Inquisition, under which name monstrous crimes were committed in all Spanish territory. Warfare was also carried on against the Moors of Granada, beginning in 1481, culminating in the capture of Granada in 1491, and the fall of the Moslem Empire in Spain, after having existed nearly seven centuries. Following this an order was issued the 30th of March, 1492, for the expulsion of all Jews who did not submit to be baptized. The Moors were included in this order, and the departure of the industrious Jews and Moors proved to be a fatal

mand for soldiers to go to Africa to fight without knowing why, created an uprising at home, Barcelona and other cities refusing their quota, soldiers mutiny, and the people barricade the streets. Martial law is declared and cannon sweep the streets—the old, old story of Spanish government by force.

No doubt there are enough disaffected people in Spain to successfully demand a liberal government, which would insure reasonable personal liberty, but detached insurrections and mob violence will never accomplish it. They have been common

in Spain for centuries. Possibly the reason may be found in the nature of the Spaniard. The story told by the writer from Barcelona to the *Matin* of Paris would indicate that the Spaniards like the fight of the rabble as they do the bull-fight. The writer says:

"He is struck by the city's apparent forgetfulness of the horrors of the situation. He finds Barcelona gaily singing, buying flowers and going to moving picture shows.

"The men circulate curiously in the

than 250 men; the majority of the republican leaders have been captured and the others are in flight; that powder and cannon spoke in all the streets where today the phonographs squawk and flower girls run and thrust roses in the faces of the passers-by.

"Everybody knows of the terrible burnings of the convents into whose ruins the revolutionists were driven and searched while they were decimated by the cannon fire; everybody knows that the slain number 3,000, which perhaps in



GRANADA, SPAIN, FOUNDED BY THE MOORS ABOUT 800.

The famous Alhambra is seen on the heights. The last stronghold of the Moors in Spain. Pop. 80,000.

ruins, accepting without protestation the duty of replacing the paving stones ripped up for the construction of barricades, and the women flirt with their fans and purchase roses and geraniums from the Catalonia gardens.

"All is life and gaiety," the correspondent adds, "yet all is there which speaks death and recounts the drama of the bloody week in which revolt and order fought for mastery.

"Everybody knows that at the Montjuich fortress they have shot more

a month after the statistics of the heart-broken families are received, may double or triple that number."

The country is forced into submission, as it has been for ages, and the soldiers go to Africa to fight as conscripts rather than loyal subjects, and to fight the Moors who left behind them the wonderful Alhambra and other noted edifices preserved as examples of great art, and what is perhaps best suited to the natural tastes of the Spaniard, they adopted the bull-fight which was intro-

duced into the Spanish peninsula by the Moors in the 8th century, and in 1492 Ferdinand and Isabella adopted the cruel sport of their Mohammedan predecessors for Catholic Spain. In the 16th century Pope Pius V vainly issued a decree of extinction. Charles III failed to accomplish the same purpose, but later Charles IV suppressed the bull-fighting, very much against the wishes of the people, and Joseph Bonaparte, who had usurped the throne, restored bull-fighting to ingratitate himself with

13,000, and prices of admission range from 50 cents to \$10 for a single ticket.

Spain has much to be proud of and much to regret.

We have gleaned the above from the interesting belligerent history of Spain, as it carries with it some conception of the warring factions which compose its people, and which evidently still permeates, and will in some degree account for its governmental lack of the application of the Golden Rule, and their love for the barbarous amusement of the bull-



CADIZ, ONE OF THE HANDSOMEST CITIES IN SPAIN.

It is the principal naval station with a good harbor. It was founded by the Phœnicians about 1100 B. C., and is one of the most ancient towns in Europe. Population, 75,000.

the nation; and since then the diversion has flourished despite the unanimous condemnation of the rest of the world. Alfonso XII is said to favor its abolition, but it is conceded that such an attempt would mean a revolution.

Bull-fights are popular throughout Spain, the season extending from the close of Lent to November, with Sundays and religious *fiestas* as the favorite days. Madrid, the capital, and Seville seem to take the lead, the amphitheater at Madrid seating 15,000, at Seville about

fight, and rule by force rather than liberty and justice which creates that love of country which impels men to fight for its preservation rather than mob violence to prevent performing the duty of fighting its battles.

Alfonso XIII must now demonstrate whether he can cope with the Moors and satisfy his own people; otherwise, his troubles will evidently be many.

While Madrid, the capital, is the largest city, Seville, 353 miles south, is conceded to be in many respects the most

attractive city in Spain, with many interesting treasures of Moorish architecture, and in this connection we take the liberty of presenting in part a selection from S. P. Scott's "Through Spain."

C. H. SALMONS.

SEVILLE, THE QUEEN OF ANDALUSIA.

Of all the cities of Spain, there is none that can compare in general attractiveness with the beautiful Andalusian capital. In the feudal towns of old Castile will be found much of interest to the student of history; in Madrid can be witnessed the pompous ceremonial of the court; Cordova has her mosque, Merida

are separated; the Jews are restricted to one quarter, the Moors to another, the gypsies to a third, and nowhere outside of Cairo and Damascus is exhibited such an array of outlandish costumes. In the surging crowds of the promenade the uniform of the soldier and the cowl of the friar are especially conspicuous, the one the sign of a jealous military despotism, the other the badge of an order fast passing away.

Seville has the first and grandest bull-fights of the season; her majos are the most extravagant in dress, her women the most witty and beautiful, her religious festivals the most expensive and splendid in the world. It is here, then,



BURGOS, SPAIN, ONCE THE RESIDENCE OF THE KINGS OF CASTILE AND FAMOUS FOR ITS FINE CATHEDRAL. POPULATION 345,000.

her Roman, and Tarragona her Cyclopean remains; Granada her peerless Alhambra. But in Seville—inferior to none of these in the number and value of her antiquities—alone can be studied to advantage the singular manners of a society in some respects highly civilized yet in others manifesting unmistakable traces of barbarism, more noticeable here than in any other city of the kingdom.

It is a place of wonderful contrasts. On one side are stately avenues lined with magnificent palaces and gardens; on the other rise gloomy Moorish habitations, reached by winding passageways so narrow that an ordinary umbrella when raised will barely clear the walls. As in Oriental communities, the different sects

that we must look for the characteristic types of Andalusia, that favored land where the ancients placed their Elysian Fields and Garden of the Hesperides.

The city lies very low upon the Guadalquivir, which, overflowing with every freshet, has frequently submerged the streets and seriously damaged buildings situated a long distance from its banks.

The visitor, wandering along its substantial quays, will not fail to notice a curious, isolated tower, whose loop-holes and battlements resemble those of some feudal castle. It is the *Torre del Oro*, or Golden Tower, one of the landmarks of Moorish Seville, and was named from the shining yellow tiles that originally incrust it, and which Spanish taste has

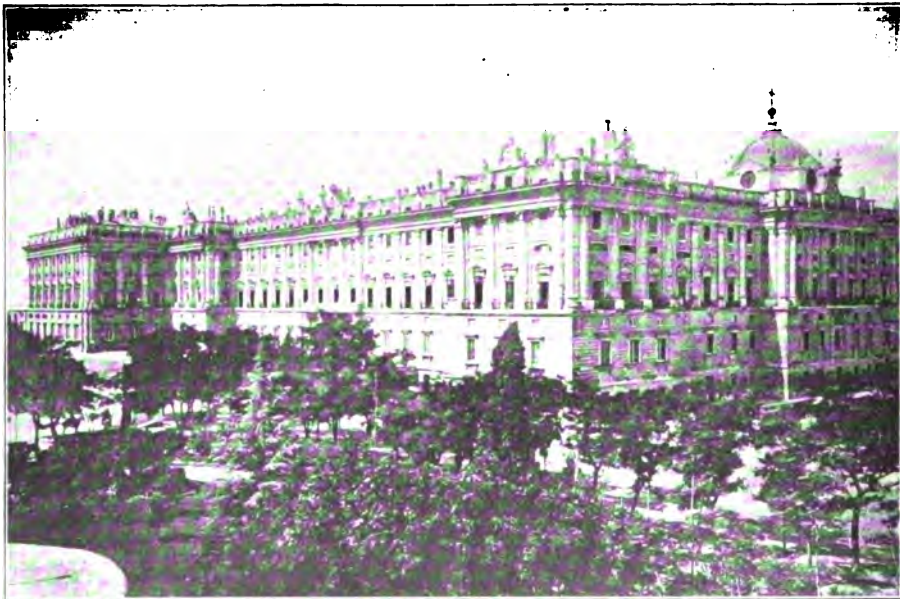
thoroughly "improved" with a coat of plaster. It once guarded a bridge by which the city was supplied with provisions from the *Ajarafe*, the rich territory that extended for 50 miles up and down the river, and was under the most perfect cultivation.

From the Golden Tower, an irregular wall, whose summit is on a level with the roofs of the surrounding houses, can be traced for nearly a quarter of a mile, till it terminates in the Alcazar, or citadel. The date of the foundation of the Alcazar is too remote to be fixed with certainty, although it is known that a palace stood here about the time of the first Saracen invasion. The walls are 50

effected by the stupidity of those intrusted with the repairs, who have awkwardly tried to imitate the delicate tile-work with paint, and have inserted many Arabic inscriptions upside down.

The Patio de las Docellas was the central court of the seraglio, and the place where the annual tribute of 100 Christian maidens was delivered by the vassals of the Sultan. Its arches are festooned or pointed, or ogive, denoting the period of transition between the horseshoe of Cordova and the symmetrical curves of the Alhambra.

The Hall of the Embassadors, in all probability the most gorgeously decorated chamber in the world, opens upon



MADRID, THE CAPITAL OF SPAIN, SITUATED NEAR THE CENTER OF THE COUNTRY.
The Royal Palace here shown is one of the most magnificent in the world. It occupies the site of the original castle of the Moors. Population, 515,000.

feet high and in excellent preservation. Within the principal gate is the room where the kadi, and after him Peter the Cruel—who has left a deeper impress of his individuality upon Seville than any other monarch, Christian or Moslem—exercised the office of judge. Beyond the grand court, which is large enough for the review of a considerable body of troops, is a smaller one enclosing the facade erected by Don Pedro in 1364. This, as well as much of the interior, was the work of the finest artists of Granada, sent to Don Pedro by his friend the Moorish king. Successive and ill-advised alterations have modernized the inner apartments, and what vandalism and whitewash could not accomplish has been

this *patio*. Its dazzling walls are crowned with a carved wooden dome, or *artesonado*, colored in blue and scarlet, and studded with golden stars. Charles V and Isabella of Portugal, mother of Philip II were married here March 12, 1526. . . .

Scarcely a stone's throw from the Alcazar is the cathedral, overtopped by the old Moorish minaret, the Giralda, which was built by the Sultan Yacub Al-Mansur in 1184. It rests upon a triangular base composed of all the statues of pagan deities and other idolatrous fragments of antiquity that could be collected by the zealous iconoclasts who founded it. The tower is 50 feet square, and the original height was 200 cubits; modern additions, however, have in-

creased it somewhat, and it now measures 350 feet from the pavement to the head of the statue. For 87 feet the walls are of polished blocks of stone; above this the material is brick, relieved by tracery and arabesques of the most capricious designs, different on each side, yet so artfully combined and blended that it requires close observation to detect the variations. The interior is lighted by double windows, divided by columns of white marble and alabaster. The Giralda is ascended by a series of ramps, or incline planes, so wide, and of such easy slope, that two horsemen with lances poised could ride to the top and

wants water? Tepid and good!) a cry that is most welcome upon a sultry day. . . .

A suite of rooms in the upper story of the old mosque contains the precious collection of books and manuscripts bequeathed by Don Fernando Columbus to the cathedral. Of rare interest is this library, the greater number of whose musty volumes, bound in vellum, were once the property of the most renowned navigators. In a glass case are preserved the original journals of Columbus, partly written in the dungeons of the Inquisition, and the "Travels of Marco Polo," his *vade mecum* during his voyages.



RONDA, A MOORISH TOWN OF SPAIN, NEAR GRANADA, 2,300 FEET ABOVE SEA LEVEL.

It stands on each side of a grand gorge in the Sierra Nevada Mountains, through which flows the Guadaro and across which two bridges are stretched 255 feet above the water, built by the Moors. Pop. 20,000.

back again without dismounting, a feat that was more than once accomplished by the wild cavaliers of the Spanish court.

The Court of the Oranges, with the walls inclosing its northern and eastern sides, composes the existing portions of the mosque, upon whose site the cathedral was erected. It contains cool arcades, a grove, and a battered marble fountain, which for 300 years served the Moor for his ablutions, and where now the sturdy water-carriers fill their kegs, trudging away with their cheerful "A'ua! a'ua! quien quiere a'ua? templ' a y muy'uenal!" (Water! Water! Who

This book, which bears evident marks of study and hard usage, is said to have been the first that suggested to him the probable existence of another world. There is scarcely a page that is not enriched with notes jotted down from time to time by this wonderful man, whose handwriting is as legible as print, the ink he used being but little faded after a lapse of 400 years.

The Cathedral of Seville is worthy of its reputation as the grandest in Spain, and one of the most elaborate ever constructed. Inside the walls it measures 379 by 217 feet, the central dome rising 173 feet from the floor. Begun in 1402,

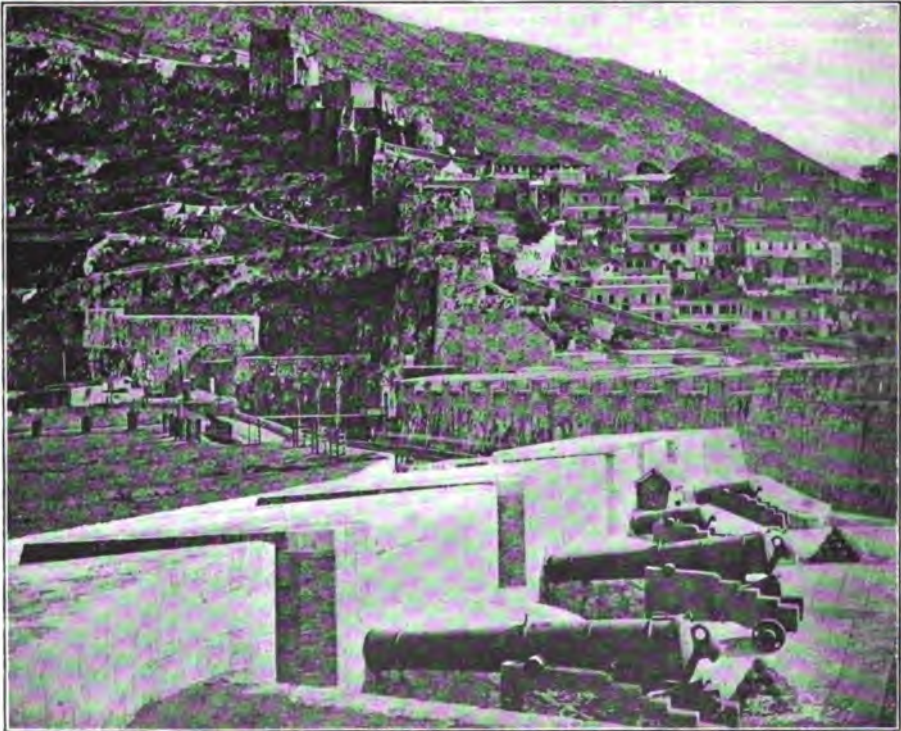
it is not yet finished, the delay affording a convenient pretext for continually soliciting funds, which, by a pious fiction, are presumed never to be adequate for the purpose.

The enormous pillars, disposed in groups, impart an air of great solidity to the edifice, whose dimensions, like those of all similar structures, are not at the first glance appreciated. To several of the pillars are attached iron coffers as large as ordinary trunks, for the reception of donations for holy uses. Little is dropped into them now but copper; but

The three caravels which achieved the discovery of the Bahamas are sculptured there, with the unique device, a globe belted with the famous motto:

"A Castilla y a Leon
Nuevo mundo dio Colon."

Seville possesses many ancient mansions, whose patios, perfumed with the blossoms of choice exotics and vines twining about their marble columns, and echoing to the songs of birds and the music of plashing fountains, afford pictures little to be expected from the severely plain exterior. In general one



GIBRALTAR, SITUATED ON THE SOUTHERN EXTREMITY OF SPAIN.

A strongly fortified rocky peninsula, and belongs to Great Britain. The Rock of Gibraltar is 1400 feet high. It was taken by the British in 1704 and ceded to that country in 1713, besieged in 1727, and in 1779-83, but is still in the hands of the British.

at the time when the treasures of a world were pouring into Seville, they were too small for the piles of doubloons with which returning adventurers hoped to purchase immunity for revolting crimes against God and man.

Just inside the main entrance is the grave of Don Fernando Columbus, the last of his illustrious race, who died in 1539. A simple marble slab covers his remains; the Latin epitaph recites his own and his father's deeds—deeds that were so ill requited by the jealousy and ingratitude of his sovereign.

must be content with a passing glimpse of these luxurious dwellings, for the haughty grandee resents all intrusion, and guards his home with Oriental jealousy. There are, however, two palaces, the hereditary seats of the Dukes of Montpensier and Alba, splendid representatives of their class, where vagabond curiosity may enter and range at will, provided it is well watched. The first is called San Telmo, and is on the Guadalquivir, where the son of Louis Philippe lives in regal state. His halls are full of elegant furniture, costly

paintings and bronzes, embracing elegant masterpieces produced in the palmy days of France and Spain; and his grounds are very extensive, containing in addition to the rare plants which grow with tropical luxuriance, acres of valuable orange trees.

The palace of the Duke of Alba is semi-Moorish, and being in an unfashionable neighborhood is seldom occupied by its owner. It is approached by a fine gateway, over which the arms of the house of Alba, emblazoned in colored tiles, are encircled by flags taken in many hard fought battles, the insignia of the Golden Fleece, and the significant motto, "*Tu in ea, ego pro ea.*" The crest, and angel holding in one hand the globe and cross, and in the other a flaming sword, is typical of the position which the bulwark of the monarchy, the oppressor of the Netherlands, and the doughty champion of the Faith, maintained to the last in the affections of the suspicious and bigoted Philip.

The great fair, held here in April, is famous, and the people who visit it exhibit the best types of Andalusian peasantry to be found in the province. A perfect city of booths is raised in the suburb of San Bernardo, each section, or ward, being assigned to a separate class of merchants, as in the bazaars of the East. One quarter is set apart for the nobility, many of whom have their private tents, which, as well as those of the numerous civil and military organizations, are fitted up in the most sumptuous manner.

As the interiors are open to view, the scenes, especially at night, when thousands of colored lamps and gas jets make everything as light as day, are extremely charming and novel. Dancing, love-making, and flirting are going on on all sides, and down the broad avenues, upon gayly-caparisoned horses, ride troops of majos and majas, the dandies and coquettes of Andalusia, radiant in their beautiful national costume. The click of the castanet mingles with the music of the bands and the chants of the itinerant singers, who, standing in groups, compose impromptu ballads, like the ancient troubadours; the brazen-lunged showman recounts the wonderful feats of his dwarfs and educated ape, while above all sounds rises the uproar from the canvas theater, whose tottering seats are packed to their utmost capacity with an appreciative audience, that never tiring of the oft-repeated and not over-decent comedies, regard this day as the brightest of their monotonous existence. It is a veritable pandemonium.

The picturesque gypsies are present in crowds, some wandering from booth to

booth telling the *buena ventura* to the credulous, others selling specifics for the evil eye, a superstition whose influence is not limited to the ignorant, and against which holy water, generally so potent, is universally conceded to be of no avail.

These brown-skinned maidens, with their heads wreathed with flowers, occupy one entire avenue, where they range themselves in line, and solicit all passers-by to taste their *bunuelos*, a kind of insipid doughnuts boiled in olive oil. The presence of the Moors and Jews from Tangier and other cities of Morocco, who come for trade, offering so-called Oriental curiosities, mostly manufactured in Paris and Birmingham, adds not a little to the attractiveness of the great fair of Andalusia.

The natives of Seville, even in Roman times, were noted for their frivolity, their indisposition to labor, and their love of pleasure, qualities which they have transmitted in an exaggerated degree to their descendants.

Venus was then, as now, their favorite goddess; her image was borne during her festivals upon the shoulders of women of patrician rank, and certain rites of the Phœnician Astarte, her prototype, survive in the ceremonies of modern holidays.

Some strange performances are to be witnessed on St. John's eve, identical with the summer solstice, when numbers of both sexes assemble in the parks and along the promenades, to dance around the fires of Cybele, and leap over them when the clock strikes 12; and at day-break run in crowds to gather the mysterious vervain, associated with the religious observances of so many nations of antiquity. The coquettish graces and fascinations of the Sevillian ladies,—

"Skilled in the ogle of a roguish eye,

Yet ever well inclined to heal the wound,"

the lively, semi-Oriental dances, the groups of grotesque maskers and musicians, the jaunty smugglers and bull-fighters, and the general air of gayety and enjoyment that pervades all classes, make it well worth while to lose a few hours' sleep on the merry eve of St. John.

Seville, the "Queen of Andalusia," the depository of the glories and crimes of a dozen distinct races, and nearly as many conflicting religions, is slowly emerging from the darkness with which priestly domination and Inquisitorial tyranny have enveloped her for centuries. Her age of discovery and victory, of sentimental gallantry, of chivalric devotion, is past, the age "when dreams of conquest, and tales of golden lands beyond the ocean,

were wafted on every breeze;" the age when Isabella, clad in shining armor, set forth at the head of her knights to besiege Granada; the age when Alonso de Ojeda fastened the scarf of the queen upon the dizzy pinnacle of the Giralda, and Ponce de Leon threw himself, sword in hand, into the lions' den, in search of his lady's glove; the age when Cortez and Pizarro, penniless adventurers, sailed upon expeditions destined to immortal fame; the age when Sebastian de Elcano, the lieutenant of Magellan, was received with royal honors after his circumnavigation of the earth.

Of the glorious deeds whose renown once filled the world the fruits were recklessly wasted, the memory alone sur-

Beware of the Dogs.

BY RITA KELLEY.

(Copyright, 1906 by M. M. Cunningham.)

"Hello! What are you doing here; here of all places? What's this? Tar, by Jove! And rents all over your frock!"

"You seem to be nothing but a big interrogation point," quoth the girl resentfully, refusing to look up at the athletic chap striding toward her. She was seated on a bowlder making sundry dabs with scraps of old newspaper at some black spots on her gray skirt, and at the



BRIDGE ACROSS THE MERRIMAC RIVER, NEW HAMPSHIRE, W. N. & P. DIVISION OF THE BOSTON & MAINE RAILWAY, DESTROYED BY FIRE ON JUNE 26.—Courtesy Bro. Geo. E. Ferris, Div. 4th.

vives. And now the proud old city, waking from the lethargy in which she has so long slumbered, conscious of her great natural advantages, seems determined to again reap their benefit and, if possible, recover her lost prestige. Her commerce is yearly increasing, fleets of shipping are anchored in the muddy Guadalquivir, and an infusion of foreign blood seems to have imparted new life to the deserted streets, where the treasures of America and Asia were once paraded, and bands of victorious soldiers of fortune landed from the galleons that, freighted with the wealth of Ormus and of Ind, were unloading their wealth in the shape of their precious cargoes at the docks of the chief emporium of Spain.

sound of his voice the color had rushed furiously to her cheeks.

"Can't a girl get tar on herself if she wants to? And I'd like to know if I haven't as good a right to be here—alone, as you have?" she challenged.

The man laughed joyously and flung himself down at her feet.

"Delicious," he said. "Go on."

The girl bit her lip.

"You were always taking advantage," she flared out.

He laughed again, rolled over and touched one of the spots. She had for-

gotten them. "Will they come out?" he asked.

She flushed again, more painfully than before, at being thus off her guard when she wished of all times to be mistress of herself.

"I don't know," she exclaimed, "and I don't care, but I think you are mighty mean." She stood up suddenly, flinging away the blackened newspaper. "Didn't I tell you that I never would speak to you again and that I never wanted to see you? And here you are making me miserable and yourself obnoxious! Oh, I don't

and light from the hawthorn hedge near by. Only man knew strife—and a girl.

The silence that is more deadly than a battle of words and more difficult to end grew appalling. Agatha felt driven to bay by a relentless pursuer, while she groped frantically for something to dismiss him utterly, to free herself of his oppressive nearness.

"Well, why don't you go?" she gasped finally, struck cold by the need for saying it.

"I can't go, Agatha—I can't go—till I know that you mean it."



THE MERRIMAC RIVER BRIDGE, B. & M. RY., REPLACED WITH A TEMPORARY STRUCTURE WITH LITTLE DELAY TO TRAFFIC.—Courtesy Bro. Geo. E. Ferris, Div. 483.

want you to touch me! I hate you!"

"Agatha!" he leaped to his feet, the boyishness gone from his manner, his face grown strangely tense. "If I thought you meant that!" he cried, clinching his hands till the knuckles showed white. "Oh, if I thought you meant it!"

She turned away, unable to meet the searching pain in his eyes, and gazed down at the river rolling its placid length between the October hills. It was all peaceful out there in the woods. A squirrel chirped exultantly as he jumped for a falling beechnut, and a belated thrush warbled out a song of sweetness

The misery in his voice stung her. "Haven't I said it?" she cried in self defense.

"Yes, Agatha, but I have such a tiny hope that you don't always mean what you say!"

"Don't you think I meant it when I told you three months ago I never wanted to speak to you again? Don't you think I meant it when I released you from—our—engagement?" She hid her face convulsively in her hands.

"Agatha," he said slowly, his voice dropping to its lowest, most vibrant note. "Agatha, what did you mean when—

without our engagement being known—except to ourselves—you went into seclusion and lived like a religieuse? Is it—is it,” he insisted, “that you cared more than you wished to confess?”

She uttered a sharp little cry. “You were always like a surgeon’s probe.” And, with a beseeching flinging of her hand: “Please, please go! Don’t you see you make me wretched?”

For a moment they stood measuring each other, her smoldering, pleading eyes vainly trying to wrest away from the intensity of his steadfast gaze. There was a crackling of underbrush, and a little, wizened old man, carrying a bunch of newspapers, shambled into the small open.

“Thought you might want some more, miss, to clean your skirt with,” he said, ignoring the silence of the two and the presence of the young man. “How did the scraps do? I come back as soon as ever I could. Know’d you’d be a pretty sight goin’ into town if I didn’t.

“There,” he said officiously, crumpling up a large page and thrusting it toward the young man, “you clean that side, and I’ll go at this, and we’ll soon have her in some sort of decent shape.” He squatted beside the girl and began scrubbing the spots as though he were polishing harness.

The man looked at the girl, the girl looked at the river, and neither moved a muscle, though the man looked sheepish with his big wad of paper and a bit helpless and quite a good deal forlorn.

“Girls is strange critters,” speculated the old man, beginning on another spot. “Allus doin’ what they ain’t got no call to do and jumpin’ the traces when you least expect it. Funniest part of it is they don’t allow as they ought to get their come-uppances neither. If you tell ’em not to do a thing they go straight and do it, and if they get into trouble they expect some one to yank ’em out. Here, you,” he called suddenly to the young man, “set to and rub out them spots—near as you can.”

“I—I’m afraid it won’t do much good,” he said, dubiously eying the girl rather than the tar smears.

The old man’s eyes gleamed mischievously. “Haven’t you been introduced yet? Well, now, that’s an oversight! Young man, this is a girl that read that there sign about no trespassin’ on these premises and decided right off to come in and make me a call. That there barb wire fence is enough to keep ordinary trash out, but you can’t never reckon on a girl. Girls mostly needs a keg o’ tar, too, and she got both.”

The old man backed off and squinted his eyes. “Mighty fine skirt to get scratched up. But, then, girls is skittish. I’d sooner break 16 colts one winter than try bringin’ one girl to time.” And he grinned illuminatingly up at the young man from the safety of the back breadths of the gray skirt.

The girl shook herself impatiently.

“That will do, thank you,” she said, moving quickly forward. “It is growing late. I must be going.”

But the old man had a firm hold on the skirt, and she stopped short. He continued to rub away—he had never stopped.

“Had a little experience o’ that myself,” he said reminiscently, “when I was courtin’ Mandy. Swore she wouldn’t ever have a gol durned thing to do with me—just cause I held Tabitha Juniper’s hand one sleighin’ party to see if Mandy cared. Ticked plum crazy”—For the first time the old man ceased to rub, and, half crouched, the dirty paper crunched in his hand, he gazed out across the river. “Queer how kind a-durned happy a fellow can be just cause a skittish girl shows him she cares,” he muttered.

“Who-oo-oo! Who-oo-oo!” A shrill, beckoning call floated across the wood lot.

The old man let the tarry paper fall from his big hand.

“It’s Mandy,” he said, springing up. “I guess you’ll have to manage now for yourselves. Supper’s waitin’.” With a quick sidelong movement he was off through the low hawthorn.

Both the man and the girl stood and looked at the place where he had disappeared until the last leaf ceased to

flutter, then slowly she turned to the man before her. Their eyes met and lingered for a long moment fraught with

questioning. What they answered could not be told in words, so the man fell on his knees and began—oh, so gently—to



GROUP AT THE MAID OF THE MIST LANDING, NIAGARA FALLS, N. Y.

Standing are Mr. Sheene, Supt. Int. Electric Ry., Bro. J. Oliver, C. E. 133, Bro. Wm. Phemister, Postmaster Niagara Falls, Ont., 133, R. P. Slater, Mayor. Second row—Bro. W. F. Banes, 133, Sec. U. M. Committee, Bro. W. H. H. Webster, American Consul; 328, Bro. Wm. Pitt, Chr. U. M. Committee, 133, and in front Bro. W. O'Grady, 133. The members from Div. 133 were at Niagara Falls to arrange for an outing for the second day of the Hamilton Union Meeting, held July 27, 28 and 29.

(The Photo. is by courtesy of Bro. Phemister, and matter by Bro. W. H. H. Webster.)

rub a spot of the precious gray skirt. She stood looking down on his broad shoulders, his big blond head touched gold by the setting sun. Then her eyes wavered to the crude sign, "No Trespassing," directly in front. With a quick movement she reached down and ran her slender fingers through his hair, stooped and touched his face caressingly with hers. "Beware of the dogs," she said in a voice that choked, but ended in a laugh.

"See anything of pap?" asked a querulous voice from the squeaky wooden rocker near the back door.

"He's coming," the girl answered listlessly. Then in a brisker, brighter tone: "How easily Bonnie Belle makes it! You'd think she was on her first mile, and I'll wager my new hat pa's kept that pace for the whole trip. Bless the pretty creature!"

"She's a fine mare, Marshy. There



THE B. OF L. E. OFFICE BUILDING AS IT LOOKED AUGUST 2, WHEN THIS PHOTOGRAPH WAS TAKEN. The picture was taken from the southeast corner of the lot looking toward Ontario and St. Clair streets. The buildings at the right are on St. Clair street.—Photo. by the Editor.

Marcia's Ride.

BY ANNE HEILMAN.

(Copyright, 1907, by C. H. Sutcliffe.)

The sun was setting, as for weeks past, in a hot, merciless glare, which made its disappearance a distinct relief. It cast no long afternoon shadows, for between Marcia's eyes and the far horizon stretched only a rolling sea of prairie grass browned almost to a stubble.

ain't many in Nebrasky slicker, 'less it's Charlie Keith's roan," with a covert glance. "Well, if you'll dish the supper I'll get the butter an' preserves, hey?"

"All right! Hello, father! Back again? How's Bonnie Belle?"

"Chipper's ever, Marshy. See her reach for ye, darter. I vow she's got more sense than some humans. Supper ready? How's ma?"

"Better, and supper's on the table.

I'll unsaddle Belle. Any mail, father?"

"Waal, now, they wan't any letters, darter, but here's the paper. I swan but it's lively times down to Prairie City. Boomers till ye can't rest, an' ye hear nothin' but braggin' about the Kiowa reservation an' the ride fer it next Sat'day. There's settlers pilin' in by every train, an' cowboys an' blacklegs galore. Won't be nary chance fer an old feller like me. Yes, ma, I'm comin'!"

He entered to the impatient invalid,

Half laughing, half sobbing, she gave her pet a gentle rub down, adding food, drink and a last caress. Then she turned toward the cabin.

"We need rain awfully," she sighed, "as much as we need money. Oh, what a life! Work, work, work, and for what? If it isn't grasshoppers, it's fires, and if it isn't these it is sandstorms and cyclones. There's no use trying to get ahead in this wretched country!"

"What ye mutterin' over, Marshy?"



THE B. OF L. E. OFFICE BUILDING.—CUYAHOGA COUNTY COURT HOUSE LOOKING FROM THE NORTHWEST CORNER OF THE BUILDING LOT.—Photo. by the Editor.

and Marcia led her blooded mare to the shed stable. After removing the saddle and bridle the girl suddenly broke into a dry sob and leaned her head against the pretty creature's sleek side.

"Oh, why don't I hear? Where is he? It can't be that little quarrel at the dance. I hate Tom Hobson"—passionately—"I only went with him because—because I didn't care to show I preferred Charlie as they came up at the same minute. It would have been so marked! Why couldn't he understand? Men are idiots!"

called her father's big voice from the supper table. "Come in an' read the news to your ma. The paper's full of it."

"Of what?" said Marcia obliviously.

"Why, wasn't I tellin' ye? Of the opening of the reservation an' the gov'-ment givin' out the Injun lands. I swan, if I was younger I'd make a race fer it myself. I know Bonnie Belle could do it. She came from the city tonight in 40 minutes and never turned a hair."

Marcia began to read of that vast

irruption of the stranger and the "tenderfoot" which was transforming the small, sleepy town into a noisy, blustering, open all night, faked ridden city nearing its 100,000 inhabitants, the better portion intent upon claiming a home at the opening, while the remainder were as intent upon plunder, lawlessness and deviltry. Marcia read listlessly for a time, then with growing excitement.

"It'll be a wonderful sight, pa, that ride. How I wish that we could get a town lot at Kiowa and make a home

ride over to Prairie City for a visit. She had schoolmates there who were always glad to see her, and possibly other interests drew her in that direction. It was the town Charlie Keith called home and in which he spent his brief vacations. Here Marcia had met him often in the past two years of her happy school life, and here she had, seemingly, irrevocably offended him by one of those sudden, girlish freaks, so inexplicable to a lover.

She had neither seen nor heard from him since. Her father noted the cessa-



B. OF L. E. OFFICE BUILDING.—ST. CLAIR AVE., LOOKING WEST. THE FENCE TO THE LEFT SHOWING LOCATION OF THE BUILDING. —Photo. by the Editor.

there! I could teach, then, and you could perhaps start a mill again, father, and we'd give up fighting the storms and bugs on this old ranch. If you only could!"

"Yes, darter, but I couldn't. How's a man to make sich a run when he can't move his bridle arm 'thout a pain ketchin' him? Pap's too old an' too clumsy, my girl."

Marcia lay awake far into the night, thinking, planning, revolving.

It was nothing unusual for Marcia to

tion of certain frequent letters and the sadness on his darling's beautiful face and longed to comfort her. When she asked the next morning if she might spend the rest of the week with Effie Darrow, in Prairie City, he gladly gave consent.

The next two days would have tested the resolution of most men and did sap the strength of many, as they stood in line under the blazing Nebraska sun, blistered with heat, parched with thirst, gritty and blind with the powdered dust,

waiting their slow turn at the registration booth. But Marcia was a determined girl and was accustomed to hardships. She had galloped miles over the sun-swept prairies, she had slept more than once with no roof above her head and no couch beneath her, and she knew what endurance meant. She had started on this mad scheme in a mood of strained excitement. Her lover's continued silence, her hateful, monotonously barren existence had wrought her feelings to a pitch where almost any act was possible; nor

from hundreds of revolvers discharged into the air. Then, amid the roar, the smoke, and the yells from thousands of throats, the line of battle starts forward at a run.

Marcia is nearly paralyzed for an instant, but Bonnie Belle is not. She is off like a bolt from a catapult, pounding through the dust, straining at her bridle, leaving the lurching prairie schooners and ungainly farm vehicles rapidly in the rear. They soon outstrip the honest householders and are among



B. OF L. E. OFFICE BUILDING.—ONTARIO STREET, LOOKING SOUTH FROM THE BUILDING THROUGH THE PUBLIC SQUARE.
—Photo. by the Editor.

did the strain loosen until her registration was accomplished at sunset of the second day.

It was five minutes to 12 on that brassy, sandy-swept Saturday, and Marcia Brooks, mounted on her brave chestnut, stood with many thousand others in that mighty line of battle, ready for the charge.

Hark—a gun! The flag at the military barracks yonder drops to the ground. It is the signal.

Instantly there is an answering volley

the reckless cowboys in the lead. These men greet her presence with rough cries of gallantry which make her heart beat fast. If she had only stayed in the safer crowd behind! But Bonnie Belle is quite beyond her control now. The mare has settled to her gait and has no thought of anything but first place in this heat.

Marcia turns her head uneasily for a glance over her shoulder, catches one swift, hazy glimpse of a face that is familiar in spite of its dusty disguise and

hears the sudden exclamation "Marcia!"

The next instant the other rider's horse is at her side, his hand is touching hers, and for one blissful minute she cannot see for tears as she murmurs, "Oh, Charlie, I am so glad!"

It is the only explanation necessary. The glance, the tone of perfect trust, are enough for the most exacting heart, and from that moment the hard ride is for both but a swift rush for Eden.

Side by side the two riders leave the 17 miles behind them, and their good steeds, reeking with foam, but still sound in wind, bring them to the government quarters which mark the center of Kiowa just exactly 60 minutes after the signal gun.

Charlie quickly stakes out two desirable claims, which will soon be worth their thousands. Marcia cares for the horses as best she can, when Charlie stations her beside him to hold their own against the rush.

It is a wild, tumultuous moment, but they are close together, and his hand clasps hers, while he bends closer.

"Marcia, dearest, you can give your claim to the old folks. Mine is for you. There'll be a minister along pretty soon, and my tent is coming by the first pack train. Why should we wait? Let us be married and begin right here together. Will you, darling?"

And clear amid the yells, the shooting, the mad rush of incoming settlers, half crazed with thirst, fatigue and excitement, he plainly hears her honest "Yes."

Ideal and Real.

BY MARTHA M'CULLOCH-WILLIAMS.

(Copyright, 1907, by M. M. Cunningham.)

"I'll tell you it's the only way! Unless you agree to run away with Jessy you'll never get her," Grandmother Lewis said energetically as she smoothed her silk apron. Millard, who was thin and every way of the correct form, groaned. "Run away! What from? And why?" he demanded. "Do you—does anybody—object to me? I'm sure Major Lewis does not, and as for Jessy herself—"

"Jessy is a dear, sweetly pretty, adorable young fool," the grandmother interrupted. "She has her head stuffed full of romance from the plays she saw and the novels she read at that tony school in the city. She was only a parlor boarder, you know, and my son John had no more sense than to go tell the head of it his girl must have whatever she wanted. She got it, too. Such a bill of extras as John had nobody ever saw or paid before. I'm telling you so you may be prepared. The Jessy you'll see shortly is not a bit like the nice rosy girl I sent away. She tells me flat, to my very face, that it's wicked to be contented with the state of life wherein you find yourself. She also sighs and repeats poetry under her breath and has signed actor photographs all over her dressing table. Says money is vulgar and respectability stupid; also that she simply wouldn't love a man that everybody belonging to her approved.

"Pretty bad for you, boy. I've brought you up partly myself on purpose for my little girl, and even yet I don't despair of getting you. You also have been away. Can't you help us discover something that will justify us in forbidding you the house?"

Millard groaned again, shaking his head. He was a serious person, with only here and there odd grains of humor. Possibly one of the grains came on top just then. He sprang up as though galvanized, caught grandmother's hands and said: "The trouble with raking up a past, even a manufactured one, is that it sticks—you have to live always in dread of it. People will take your good deeds as jokes all right enough. Evil ones are quite another matter—also quite immortal. You see, I must consider mother and the pater. It would break their hearts to have tales told about me. And, even if you and the major said nothing, folks would be sure to imagine the worst. Indeed, they'd have to, seeing I have been almost a child of the house. So, if you please, we'll try another plan. Can you let me see those signed photos? I happen to know several actor persons who are just now out of jobs."

When he had looked over the pictures he laughed again and went away, not to come near the Lewis house for almost a week. Jessie was first puzzled, then piqued. She had been prepared to break the childish engagement between them, and it was distinctly aggravating to have the party of the other part acting as though no engagement existed. She had seen Millard several times, but always at a distance and going quickly, as though great things were in hand. He had even sent her messages, hypercritical, yet

but Miss Angel Rivera is coming to the inn at the end of the week. That will make us just a party of four. De Bonne actually remembered your name. That's something wonderful. He said he couldn't forget a girl who sent diamond studs in asking for his photo"—

"The wretch! How dared he tell?" Jessie cried, flushing furiously. Millard smiled indulgently.

"I see you have a heap to learn," he said. "Temperament, the artistic soul, absolves its possessor from petty restric-



SEATTLE, WASHINGTON, LOOKING ALONG SECOND AVENUE.

Seattle is already the terminus of the Great Northern, Northern Pacific, C. M. & St. Paul, with connections to the south, and the Canadian Pacific is headed that way. Pop. 200,000.—Courtesy C. L. Deyo.

rather cavalier, she felt, saying that when he came calling he would make her ample amends for the delay.

When he did come, Jessie forgot to pout, for he fetched along Percy De Bonne, the youngest and rawest of her matinee idols.

"Yes, I went in a lot for bohemia," Millard explained to her aside. "It's the only thing worth living for. I do wish you could know something about it. Maybe I can show you a little of it shortly. Keep it from our respective elders,

tions. I shouldn't wonder if De Bonne actually proposed to you. It would be a sacrifice of his ideals, of course, but you'd bring him money enough to make him independent of those beastly managers and critics, and that's something even to a great man."

"Oh, Mr. De Bonne, are you really a great man?" Jessie asked saucily as the actor person just then lounged his way into the chair beside her. He fixed her with a steady glare and said in his deepest voice:

"Had you any doubt of it when you sent me?"—

"Hush!" Jessy said imperatively, her whole face burning. De Bonne chuckled inaudibly, but leaned a little toward her, saying in a hushed voice: "You need not blush, pretty one. I have a real divorce, and my intentions are strictly honorable."

"I think grandmother wants me," Jessy said, with what dignity she could master, trying to rise, but De Bonne held her down. "I think you know what I came for," he began. "Of course a man of my type can't vegetate long in a dead-alive country town. I decided to marry you as soon as Millard told me how matters stood—that your money was your own. It's well to have these little things understood in the beginning. I am willing, quite willing, to trust you in the matter of settlements until after you are my wife. Being a minor, you could not make valid ones, as I take it. Your father, who is also your trustee, would not join in them. Let's see. You be ready tomorrow early, say 11 o'clock. Millard and I will call for you; then away to the parson. He has some absurd plan of waiting for Miss Rivera. I tell you, as of course I can't tell him, when you are Mrs. De Bonne"—

"But I shall never be Mrs. De Bonne. I hate you—like poison. And I won't run away—not with anybody—I wouldn't even with Dick Millard if he asked me—and I love—the—ground he walks on." Jessy burst out twisting herself from the actor's hold and darting toward the long French window.

Millard, just outside it, caught her to his breast and hid her face there, while he soothed her tempestuous sobs. Presently grandmother came to lay gentle hands on her head and say: "Never mind, pet. We've sent the creature away. You shall never see him. If he dares to speak to you—well, your father and Dick will settle with him! Run away! You run away with him! Why, my precious would never, never, cheat her granny so—not for anybody in the world."

"Not for anybody in the world. But you'll let me marry Dick—to save him—

right away?" Jessy sobbed. "And you'll give me the biggest wedding ever in the country—and ask all the faraway kinsfolk to come and stay all night—and I won't have any wedding trip—and wear my mother's wedding frock. I want to be all like my own people—sweet and clean and homely."

"Bohemia! Don't you yearn for it?" Millard asked mischievously.

Jessy shook her head vigorously. "Maybe you do," she said. "But you had just as well not. You are to live and die at my apron string, and I shall never, never, never go to any such wicked place."

The Best That is in You.

There are loyal hearts, there are spirits brave,
There are souls that are pure and true;
Then give to the world the best you have
And the best will come back to you.

Give love, and love to your life will flow,
A strength in your utmost need;
Have faith, and a score of hearts will show
Their faith in your word and deed.

Give truth, and your gifts will be paid in kind,
And honor will honor meet;
And a smile that is sweet will surely find
A smile that is just as sweet!

Give pity and sorrow to those who mourn;
You will gather, in flowers again,
The scattered seed from your thoughts outborne,
Though the sowing seemed but vain.

For life is the mirror of king and slave,
'Tis just what we are and do,
Then give to the world the best you have
And the best will come back to you.

—*Madeline S. Bridges, in the Bookbinder.*

His Fiancee's Relative.

(Original.)

"Hey, cabman! Hold on!"

"I've got a fare, sir," pulling up.

"What is it?" asked a gentleman from inside the cab.

"The rain is spoiling my uniform," said the man who had called the cab from the curb of a street in Berlin. "I can't hire a conveyance for love or money."

"Where do you go?" asked the gentleman.

"Anywhere till you alight."

"Very well; step in."

A young lieutenant of artillery got into the cab and sat down beside the gentleman, who was quite old and whose civilian's clothes and quiet demeanor were in marked contrast with the lieutenant's uniform and self-confident air. The latter had been lunching with friends, and the wine he had drunk had imparted a rosy hue to his cheeks and stimulated his tongue.

"Well, well, my venerable friend," he said gayly, "I'm in luck, and you are very good to let me in your cab. I have an engagement to meet a young lady. I don't mind telling you—you who have been so good to me—that she is my fiancée. How would I look going into her presence all bedraggled? And she a relative of one of the first men in the empire."

"Whom would you call one of the first men in the empire?" asked the old gentleman.

"That would be telling a stranger the name of the lady to whom I am engaged. However, you may guess."

"A member of the reichstag?" was the first guess.

"A bigger man than that."

"A colonel in the army?"

"A great deal bigger man than a colonel, but I will admit he is a soldier."

The gentleman guessed a number of generals, going higher and higher with each guess. Not having guessed aright, he gave it up.

"But you have not guessed high enough. There is one still higher than all, the commander-in-chief."

"I thought you said he was one of the first men in the empire."

"I should call Field Marshal Von Moltke a pretty big man. He is a great man, one of the greatest who have ever lived."

"Yes, a very great man in the estimation of the people. But if he should lose a battle those who hurrah for him loudest would decry him loudest. It's hero worship."

"My friend, if the law of lese-majesty were applicable to him I would report you. I have a good mind to do so any-

way. Who are you to speak so disrespectfully of the man next in importance to the emperor?"

"I have guessed to whom your fiancée is related. Suppose you guess who I am."

"A merchant?"

"No."

"A lawyer?"

"No."

"Better than those?"

"I suppose so."

"You have a position in the government?"

"Yes."

"In what department?"

"The army."

This sobered the lieutenant, but not enough to prevent his guessing farther.

"A retired colonel?"

"Higher rank than that."

"A general of brigade?"

"Higher."

The lieutenant guessed successively all ranks except general in chief, then said:

"You are fooling me."

"No. You have not guessed high enough."

"Nonsense. There only remains Field Marshal Von Moltke."

At that moment the cab drew up at a house, and the gentleman got out, expressing himself pleased at having saved the young man's uniform and a bedraggled appearance before his fiancée. Then the cab was driven on.

The lieutenant, who believed the man had been chaffing him, thought no more about the matter, and having told the cabman where to take him, took a nap. Presently he was awakened by stopping before his fiancée's residence, got out, paid the cabman and sent him about other business. The next morning the lieutenant, who was on leave from his corps, stationed in the provinces, returned to his post.

When he again visited Berlin it was to be married. The ceremony had been performed, and the guests were seated at the wedding breakfast when a small, slight old man in uniform entered the room. Every guest rose at once except the groom. His bride pulled at his coat

sleeve. He did not move, but sat with his eyes starting from their sockets and fixed on the approaching officer.

"For heaven's sake, Heinrich, what is it?" exclaimed the bride. "Get up. It is the field marshal, my cousin's uncle."

"Gott im himmel!" gasped the groom. "It is the old man in the cab."

The marshal advanced straight to the bride, kissed her and offered his hand to her husband, who by this time was

A Valuable Souvenir.

(Original.)

Winslow Coker came of a wealthy family, but fortunately for him the wealth had all disappeared before it had an opportunity to interfere with his abilities to make his way in the world. He went to Alaska on the news of the gold discoveries there and by a lucky stroke made an immense fortune before



HAVING AN OUTING IN ARKANSAS.

J. E. Farris, 265.

J. E. Nelson, B. of R. T. 450.

J. E. Leach, 256.

W. W. Corbin, B. of L. E., 469.

W. M. Thomas, 223.

J. J. Kelley, O. R. C., 23.

standing straight as a ramrod and looking as if he expected to have his epaulets torn off and himself confined in a fortress for the rest of his natural life. But the old man pressed his hand, looking at him kindly, and said:

"Ach! You are the gentleman who paid me such high compliments. I hope you will have as high an appreciation for your wife as you have for the head of the army."

F. A. MITCHEL.

he was 28. Then, having regained the family prosperity, he laid plans for the social status. His family several generations before had been London swells, so he went to London to look for social preferment.

He said nothing there about his wealth, but announced that he was a Coker, with a view of trying, if the name would insure him, an entree to society. Some remembered the position held by his

ancestors, but no one seemed to take him up on account of it. Then he mentioned his wealth, but even that—at least the mention of it—made no impression on society. Finally he fell in with Sir Thomas Spottiswoode, an impecunious baronet, who told him that to get into society he must spend money and spend it in a way to accomplish the object he desired. Sir Thomas offered to direct his expenditures for a con-

Coker was by no means an unattractive man, and Grace Mulholland took a fancy to him. But in sending checks Sir Thomas made a mistake. He sent a separate check to the mother and each of the daughters. Grace Mulholland had been unaware up to that time how her mother maintained her social position in the face of poverty and was indignant. She sent her check right back, and to Mr. Coker himself.



ON THE WARPATH IN ARKANSAS.

J. E. Nelson,	W. B. Corbin,	J. L. Leach,	W. M. Thomas,	J. E. Farris,	J. J. Kelley,
R. of R. T., 450.	B. of L. E., 489.	B. of L. E., 256.	B. of L. E., 223.	B. of L. E., 265.	O. R. C., 23.

sideration. A bargain was struck by which Sir Thomas was to receive £1,000 for himself and an unlimited amount for society.

The beginning was a dinner given by Coker, the invitations to which were given by the baronet. He knew those in society who needed money and paid liberally for acceptances from the right people. Among those invited were Mrs. Mulholland and her two daughters, Lillian and Grace, aged respectively 24 and 20.

Coker said nothing about the matter to his social manager. He felt sure that in the main the baronet was managing well, and this turned out to be the case. He steered Coker by gradual zigzag approaches, as military men reduce a fortification, into the best set in London. Coker after a few months got beyond the people he had invited to his first dinner, though in rare instances he met the Mulhollands. After a time he broke through the coolness

with which Miss Grace treated him, having excused himself for his action toward her on the ground that he had desired to enter London society and had placed the management of his entree into the hands of another. In time her prejudice was worn away, but scarcely before the American rose to a social position so high that he was quite beyond the Mulhollands, and he never met them.

Coker spent several years in London, reaching the topmost round of the social ladder; then, at 34, he had exhausted whatever pleasure there had ever been in it for him. He resolved to return to his native land and lay out for himself a career. What that career was has nothing to do with this story. Shortly before leaving he was driving by the house where the Mulhollands lived and saw a red flag flying. Upon inquiry he learned that Mrs. Mulholland's management of her affairs had not been a financial success and the home given the family for services to the state by the first Mulholland must go by the board.

A few days later Coker sent out invitations to a farewell dinner. It was a souvenir occasion—that is, a souvenir was to be given to each guest. He sent an invitation to the Mulhollands, writing one himself for Miss Grace, begging her to accept. If she declined he would consider the declination to mean that she had not forgiven him for that which he never would have permitted had he been previously honored by her acquaintance. She wrote an acceptance, saying that she had never blamed him and to make him feel comfortable about the matter would keep the souvenir intended for her as a memento of a pleasant acquaintance.

When the dinner came off everyone was surprised to see the Mulhollands at the function. Several young women present who had endeavored to snare the wealthy American wondered when they saw him singularly deferential to Grace Mulholland. The dinner was a splendid affair and the souvenirs were very costly. They were brought in for a last course, and when the covers were removed many magnificent jewels glistened in the lights. All were handsome except

that of Grace Mulholland, which was a glove box containing a dozen pairs of gloves. She smiled sincere thanks, considering her comparatively valueless gift a reparation for the check.

When she got home she took out the gloves and with the last pair came a false bottom to the box, it having been glued to the gloves. Beneath was a folded paper of legal appearance. It was a deed to the Mulholland home made out in her name.

Many a painter would have been pleased to have caught the expression on the girl's face at this mark of devotion of the man for whom she had had a fancy from the moment of their first meeting. It required two days for her to come to a decision to return the deed to the donor with a note expressive of her deep gratitude and saying that she could not accept such a gift from any man not of her own kin.

She afterward accepted it from her fiancé.
ELINOR T. BOYD.

Who Bides His Time.

Who bides his time, and day by day
Faces defeat full patiently,
And lifts a mirthful roundelay,
However poor his fortunes be,—
He will not fall in any qualm
Of poverty—the paltry dime
It will grow golden in his palm,
Who bides his time.

Who bides his time—he tastes the sweet
Of honey in the saltiest tear;
And though he fares with slowest feet,
Joy runs to meet him, drawing near;
The birds are heralds of his cause;
And, like a never-ending rhyme,
The roadsides bloom in his applause,
Who bides his time.

Who bides his time, and fevers not
In the hot race that none achieves,
Shall wear cool-wreathen laurel, wrought
With crimson berries in the leaves;
And he shall reign a goodly king,
And sway his hand o'er every clime
With peace writ on his signet-ring,
Who bides his time.

—James Whitcomb Riley.

Akin to Love.

BY LOUISE MERRIFIELD.

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The door of room 14, primary department, opened very slowly, very contritely, and a small, anxious, freckled face

peeked in. Miss Orvis turned from the blackboard at a smothered giggle from the children and saw the freckled face.

"Come in, Hardy." The curving line of her pretty, sympathetic mouth straightened with sudden determination. It was the fourth time that week that Hardy Andrews had come in late, and even the children were beginning to look upon it as a joke. Discipline must be enforced, even when the delinquent is only seven and a half. Miss Orvis left the blackboard with "I see a bird" half finished and stepped forward to meet Hardy.

He was smiling comfortably in his half shy, half roguish way and flirting openly with Marguerite Maguire in the front seat.

"Hardy, you are late again."

"Yessum," said Hardy happily.

"It's the fourth time this week, Hardy. Have you any excuse?"

"No'm." Hardy rubbed one shoe over the toe of the other and tried to jam his stockinet cap into his side trousers pocket.

"Why didn't your mother write one for you?"

It was so still in the large sunny schoolroom you could hear the clock tick high up on the wall and the buzzing of the flies over near the open window where the rows of geraniums stood, but slowly the color mounted in Hardy's little, thin, freckled face, and after a minute he looked up at Miss Orvis, his big blue eyes filled with a half apologetic bewilderment.

"I never had any mother." The silence was worse than ever. Miss Orvis caught her breath and looked at the rest of the children to see what horrible effect the announcement had made on them, but they were only interested and joyous over the diversion. Hardy caught the look and hastened to cover his mistake.

"But I got a father, Miss Orvis, all right. I'm Reddy Lane's kid, and Reddy's a watchman over on the bridge at night, and he don't get home till most 10 o'clock in the morning, and that's why I'm late, 'cause I like to have breakfast with him."

Miss Orvis hesitated, but the blue eyes pleaded well their cause, and she smiled as she laid one hand on Reddy Lane's kid's head.

But somehow all the morning she caught herself musing on the child who had no mother. It was a tragedy, of course—some stormy, tear-swept page of life from the great city's underworld and only this bit of wreckage left to tell the story. Tears welled to her own lashes once or twice as she watched Hardy's small, eager face, so trusting and foolishly happy when he had nothing in the whole world to be happy for except the mere fact that he was alive.

As the lines were forming at noon she touched Hardy on the shoulder and told him to wait a minute at her desk, and the little fellow obeyed, watching the rest of the boys proudly from his post on teacher's chair. And when all was still in the great building Miss Orvis came back and took him on her lap.

"Your papa's a watchman, you say, dear, over on the bridge?" she began, but Hardy interposed hastily.

"Oh, no, not my father—that's Reddy. I never had any father. I'm a foundling kid, Reddy says, and his mother rented me, and then she died, and Reddy adopted me his own self, so now I'm his kid."

"Oh, I see." Miss Orvis leaned back in her chair and gazed at the cheerful little face. "And you and Reddy live on Cherry street?"

"Yessum. We got a room with the Battersons, a whole room of our own, just for Reddy and me. And the Battersons have only got one room left for their own selves, and there's six of 'em."

"You don't say so." Miss Orvis caught the lonesome little figure close in her arms. "Is—is Reddy good to you?"

"You bet he is," came the smothered gasp from her shoulder. "He never hits me, and he takes me out on the big bridge with him nights and lets me see the lights on the river and the boats and the trains and everything. He's fine to me. When I said you scolded me 'cause I was late, he said it was a — shame."

There was a sudden noise at the door behind them, a queer hasty noise, half a

cough, half a choked explosion of laughter, and Miss Orvis stood up quickly.

"Hello, Red! This is teacher."

It was the only introduction they ever had, those two, and neither ever forgot the moment. Flushing to the curls of her soft dark hair Pauline Orvis saw before her Reddy Lane of Cherry street. He was tall and broad shouldered, this watchman on the big bridge, blue eyed, with keen, unswerving gaze, strong jawed, with a mouth close lipped and short fair hair that curled crisply back from his young, resolute face. In his navy blue sweater he looked like a college boy, but the hands that held his cap were the hands of the toiler.

"I just run around after the kid there," he explained, lowering his voice as if he were in a sanctuary. "He's always home as soon as the rest, and I'm worried when he don't show up. They don't leave enough of a little chap like that to shovel up after a street car fender rolls him under, and I get fussy when he don't hustle in. I didn't know you'd kept him. What's the row?"

"Why, nothing, nothing at all," Miss Orvis said hurriedly. Just why she should be excited or confused over a caller from Cherry street she could not have told herself, but the steady, anxious, admiring gaze of Reddy's blue eyes was disturbing her customary tranquillity and dignity. "I was only having a quiet little chat with Hardy. I wondered why he was late so often."

"It's my fault," protested Reddy hastily. "You see, ma'am, I'm up all night on the bridge, and I don't get home till about 9, and the kid here likes to eat with me. The Battersons never give him anything, and it's up to me to see that he gets his feed. And I don't want him to go to school hungry."

"No, indeed," said Miss Orvis emphatically. Then she hesitated. Hardy had rambled over to the colored charts and was busy. She lowered her voice as she asked. "Hasn't he any one at all—I mean any one of his own people?"

"No, ma'am," Reddy answered earnestly. "My mother got him out of the foundlings when he was about two

months old. They lets the kids out up there, you know, \$2.50 a week, and the old lady thinks maybe it would be company for her with me away nights. His father took a tumble off a ferry boat, and just as she was leaving Hardy up at the foundlings his mother flopped all to once and died too. So I took him when my mother died last winter, and the two of us has bachelors' hall over on Cherry street."

"It was very kind of you." Miss Orvis tried to say more, but the words would not come. It was all so brief, so simple and awful, this little tragedy of the very poor man.

"I haven't been sorry I did it. There's always enough for him, and I'd like to give him a chance. He's thoroughbred all right."

"Perhaps I can help, too," said Miss Orvis hesitatingly, half shyly. "I'd like to ever so much."

Reddy's clear, anxious eyes looked at her longingly. In her trim, girlish way, with the glamour of another world about her, a world apart from the "bridge" and Cherry street, she seemed to typify all he wanted his little thoroughbred to attain.

"I could take him with me over to the settlement," she went on, "any evening or afternoon perhaps," with a swift uplift of her long lashes at him. "Perhaps you might like it, too, Mr. Lane?"

Like it? Reddy walked on tiptoe all the way down stairs, his eyes still full of wonder like those of a dream haunted child, and Hardy had to dodge the trolleys himself at the Bowery crossing.

The next night as Pauline Orvis went up the steps of the Endeavor settlement she found the two already there, waiting patiently. And as she laid her hand in the warm, strong grip of Reddy Lane she felt as though fate had laid a trap for love, with sympathy as snare.

And after that night a queer thing happened to the teacher in room 14. Every morning as she stood at the head of the stairs, with the two lines of small boys passing her, all at once the color would rise in her cheeks as Hardy drew nearer, for not a single morning passed

that he did not bear a love offering of fresh violets. He confided to her the very first morning where they came from.

"Red gets them from an old man on the bridge every morning fresh. He says they look like you."

One night toward the end of June they stood out on the stone balcony of the settlement house, looking down on the crowds passing below along the highway of push carts. Miss Orvis was pleading the cause of Hardy.

"Let me take him with me for the summer," she begged. "It has done him so much good, being with me"—

"Some one else, too," murmured Reddy, but she went on:

"I am going to the mountains, and he would be so much company for me. Besides it will give you time to study if—that is, if"—she hesitated and bent farther away from him over the broad, low parapet—"if you really intend taking the civil engineering course"—

"You know what I intend doing," he interrupted. "You know just as well as I do what you've done for the little chap and me. Of course he can go with you. I suppose I may run up now and then just to see how he's getting on."

"Oh, of course." Her voice was low and without invitation.

"And if I pass and get the Harrison appointment this fall, why, it's you that's to blame."

"Blame?" The word left her startled and vaguely frightened.

"That's what I said. You've taken and encouraged me the same as you have the boy and made both of us love you to death. Oh, you know it's so all right. And if I do win out and make something of myself it's you that made me try and feel it was worth while. Before I was only thinking of the boy and working for him, but now"—

"Yes?" He could hardly catch her whisper, but his hand suddenly crushed over hers as it lay lightly beside him.

"Now it's for you and me. Can I come if I win the appointment?"

Down in the street below some one was playing on a harp, while a ring of chil-

dren danced and sang the chorus of a popular song. The words floated up to the shadowy balcony:

"Life is so short that when we die
'Tis time enough to say goodbye."

She turned her face to his.

"Come anyway," she said.

In Love at Sight.

I wondered who the maid might be
Who smiled so artfully at me.
I pondered if we'd ever met;
She seemed to recognize me, yet
I could not recollect her name,
Or face, or why or whence she came,
But ah! I met my fate when she
Smiled at me so coquettishly!

I sought her out when church dismissed,
She smiled again. Could I resist
Her 'witching glances? No, ah me!
I motioned her aside, and we
Smiled at each other, then I—well,
Asked if her name and age she'd tell.
She laughed, and shook her curls of gold,
"I's mamma's dirl; I's free years old!"

—E. A. Brininstool, in *Sunset Magazine*.

An Unfinished Proposal.

BY C. B. LEWIS.

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When mothers put it the way they do we must sympathize with them more or less, especially when the mother is a widow. It isn't through any spirit of avarice that she would have her daughter marry rich. It is simply that the money may be in the house when the man comes around with the gas bill. It isn't because of snobbishness that she would prefer to be the mother-in-law of a duke rather than a commoner, but dukes are said never to call their mothers-in-law old cats.

It isn't from any desire to smash romances or break hearts that they lug the daughter of 20 off to Europe in hopes she will forget the man of 25 to fall in love with a suitor of 60. It is that the dear girl may have a grandfather, a father and a husband all in one.

Such were the guiding principles of Mrs. Deland, relict of Judge Deland, and it is requested that a fair per cent of the readers of this story become her partisans and give her a fair show.

Of course the daughter, Clara, had received the education given to all young girls whose fathers or mothers are able to pay for the same by the square foot, and she had arrived at the age of 20 without causing any particular worry to anybody when she met young Albert Lee. They called him young Lee because he was only 22 and because there was an old Lee, who was 60.

Young Lee was still at college, and it was still an unsettled question as to what profession he would select to make his way through life. In an indefinitely definite way he had been paying his attentions to Miss Clara for several months before the widowed mother, with a woman's intuition, aroused herself to the realization that her lamb might be stolen away. Then, like a dutiful mother, she began making inquiries and scolding her daughter at the same time.

It did not take long to exhaust the schedule of inquiries. Young Lee was all right socially, and his 60-year-old father would leave him a comfortable property when the reaper came, but there was no telling whether he would pass away at 61 or 85.

It was long odds for a mother with a business head on her to take. She at once put her foot down, and of course it was the wrong foot. She began by criticising the suitor and ended by announcing that she would rather see her daughter in her grave.

There were arguments, protestations, tears. A girl who is beginning to feel the impulses of love may be argued or bulldozed into silence, but to convince her is quite another thing.

After a few minutes Clara had nothing farther to say, and in her exuberance over her triumph the mother announced an early trip to Europe. Young Lee would not follow. The excitements and enjoyments of London, Paris and Berlin would quite drive him from the daughter's mind, and some day that daughter would kneel at the maternal feet and exclaim:

"Bless you, mamma, that you have caused me to forget that penniless young man and engaged me to the living remains of an ancient lord, duke or count!"

The living remains appeared in London. He was Lord Somebody or other. The only certain thing about his age was that he was over 60. The only certain thing about his attentions to the daughter was that he believed the mother far richer than she was and that he had several mortgages on several ruined castles that he wished to repair.

After the first meeting, which came about through accident, milord was in evidence at brief intervals during the tour, lasting three months and more. He received all proper encouragement from the mother, and there were times when the daughter sat and looked at his dyed hair and false eyebrows and pasted wrinkles and was amused.

In due time, which was a day or two before the ladies sailed for home, he made his proposal. It was first made to the mother, who received it smilingly; then to the daughter, who also smiled a little, but prevaricated by saying that she didn't know her own heart.

Milord was in duty bound, as gallant remains are, to say that he would give her time, and Clara looked back at London from the decks of the steamer and congratulated herself that this ended it all.

That was where she was just as much mistaken as her mother had been. They had been home only four weeks when milord put in an appearance at the American manor house. It was no one's business but his own how he had managed to raise the cash for the trip. There are money lenders in London who will take long chances. His love had not grown cold with the departure of Miss Deland.

Just as the mother had figured on, young Lee had not followed the couple abroad. There are postoffices all over the civilized world, however, and a slangy girl might have said that it was a cold week when Clara didn't receive and answer a letter from a certain New England college town.

She may have even met young Lee after her return. They may have met and strolled on the broad highway leading to the village—just a little stroll and just a little talk. If so, the mother

didn't know anything about it. Milord had arrived to renew his proposal, and not three days had passed when the mother wanted to know what the daughter's answer was to be.

"If he proposes to me again I shall accept him," was the prompt and unexpected reply.

No more arguments, no more protestations, no more tears. The mother simply threw her arms around her daughter and murmured that she was the sweetest, dearest daughter in the whole world and then went off to inform milord that he had a cinch. A cinch, it may be explained, means a good thing—you are the only iceman on the route.

Nothing has heretofore been said as to Miss Deland being the sole owner and chauffeur of an electric runabout, and even now the name of the maker will not be announced except at regular advertising rates.

When she realized that a second proposal from milord was inevitable, she chose her own ground to receive it. That is, she invited the living remains to take a trip with her over the highways. Had he been a young man of 30 he would have scented deviltry in the air. Had he been a few years older he could not have managed to climb into the vehicle.

For the first mile of the trip he hung on with a death grip and said nothing. Then, as no calamity happened, he got over his scare a bit and proceeded to observe:

"My dear and charming Miss Deland, you remember that in London"—

The dear and charming one steered the vehicle over the humpy ground beside the track, and the bumps and bounces that followed kept milord in terror for the next five minutes. He had not been smashed up or thrown out, and he began again:

"I make no excuse for following you to America. As I told your dear mother in London"—

The electric started for the ditch, and Clara screamed, and for a few seconds there was every promise of a tragedy. Milord gasped a prayer and dug in his toes, and when the vehicle was once

more in the straight and narrow path its conductress said:

"I think it was your talk that confused me, but I will do better henceforth. You were saying that you told or I told or mother or someone else told somebody something in London."

"Y-es. Is it positively necessary, my dear Miss Deland, to drive this vehicle as if we were racing with a locomotive?"

"Oh, not at all, my lord. You were saying"—

"I was saying to your mother that I had met my ideal at last and that"—

This time the electric left the road and brushed the hazel bushes, and no man would have kept his nerve and made a marriage proposal then. Milord thought it was all over, and it was fully five minutes before he could swallow the lump in his throat and gasp out:

"My dear, if we were to take a slower pace I believe I should enjoy the ride more. I felt it my first duty to let your mother know what my feelings were toward you, and then"—

"Why, you don't call this fast going, do you?" interrupted the girl. "We have simply been lingering. I will now show you the speed I generally ride at."

She showed him. He figured it out that it was 1,000 miles an hour, but of course it was only 20. He needed encouragement to go on, and Miss Clara gave it to him by observing:

"Yes, you spoke to mamma, and then"—

"Then, my dear, I had the courage to"—

Away went the machine for a telegraph pole, and the living remains forgot his dignity and cried out in apprehension. He was gathering himself for a jump when the vehicle missed the pole by all of three-eighths of an inch and was guided back into the road running on two wheels.

"You had the courage to—to"—queried Clara when things were going right again.

"Yes, my dear girl, I had the courage as well as the honor to ask for a private interview with you, and when it had been accorded I"—

At this point the runabout shot to the right, shot to the left, jumped ahead and then made a sudden sweep and headed for home. It came to a halt for just three seconds, but that was plenty of time for milord to tumble out and remark:

"The scenery is so beautiful here that I think I will walk back to the house."

"But when the private interview had been accorded"—

"Yes! Um! Yes, I think I will walk."

"Well?" asked the mother when the daughter reached home.

"He never proposed. He didn't half propose," was the answer, "and now if Mr. Lee calls and you like him half as well as I do"—

"Clara, you go to your room. Milord leaves tomorrow. You have frightened him out of America."

Winner of the Race.

BY VIRGINIA BLAIR.

(Copyrighted, 1907, by Homer Sprague.)

"Jock," said Hugh MacDonald, "are they men or monkeys?"

Jock, being a collie of intelligence, cocked his ears conversationally and followed his master to the edge of the bluff, where they stood looking over.

Down the road below them, driven pell-mell by a youth in hunting pink, came a team of razor-backed hogs. Around their necks were wreaths of huge yellow chrysanthemums, and the long yellow ribbons with which their driver tried ineffectually to guide them were of shining yellow satin.

Behind them a quartet of stampeding sheep, violet wreathed and harnessed with violet satin, dragged after them a laughing, romping youth, also in hunting pink.

The two contestants in the strange race were followed by a shouting, excited crowd. A little woman in scarlet, joining hands with two stout gentlemen, brought up the rear, and they all disappeared around the curve together.

"Well, Jock," said Hugh MacDonald, "it's a poor way to treat the pigs, and you could take better care of the sheep than that."

The collie wagged a responsive tail, but his eyes were still fastened on the road.

Hugh, following their direction, said "Oh!" quickly as a girl limped into sight.

She looked up and waved her hand at the minister.

"I'm coming!" he shouted, and Jock led the way down the winding path.

When they reached the road they found the girl sitting on a big stone.

"I have hurt my ankle," she said. "I made them go on without me."

"Were you following that?" The minister jerked his head in the direction of the motley procession.

"Yes." Her cheeks flamed. "It must seem awfully silly to you."

"It's cruel," the minister condemned. "Jock could take better care of the sheep"—

"I don't believe they thought of that."

"Do they ever think?" he questioned her.

"I'm not sure," she confided, "but they're awfully good fun."

"I think it was just as good fun when you and I used to pick wild flowers and row in my little boat on the lake. Those were nice, simple times, Ellie, before these society people came up here to make fools of the country folks, and your father made his money selling land to them."

"Oh, you don't know them," she excused. "They are very good hearted. One of them gave a lot of money to the poor, and we're going to have tableaux for the old people of the parish."

"My old people are well taken care of," he said sternly.

Her face fell.

"But we want to have the tableaux. I am going to be Juliet."

"To whose Romeo?"

"Freddie Fairfax's."

"The pig driver?"

"How unpleasantly you put it," she said. "He is awfully nice."

There was silence for a moment, and then he said, "Do you love him, Ellie?"

"Everybody calls me Eleanor now," she remarked irrelevantly.

"Do you love him?" he insisted.

"Oh, no, I don't love anyone"—

His dark face was very tender as he said, "And yet I once had the great happiness of believing that you loved me and that we were to be married and that you were to live in the parsonage with me and we were to minister to my people and grow old together in a beautiful union"—

She gave a little cry. "My ankle hurts!" was her explanation, but her eyes were full of tears.

He knelt beside her.

"Let me take off your shoe," he said. "I can bandage it with my handkerchief."

In silence he untied the pretty low boot and drew it off gently. In silence, too, he wrapped his handkerchief about her slim ankle.

"There," he said, and looked up at her as he knelt. "Does it hurt now, dear heart?"

"Don't," she said, and her lips trembled, "don't call me that."

"I shall always call you that in my heart," he said.

Then he squared his shoulders and stood up.

"I'll help you to get home."

His arm went around her, and she clung to him. "I'm afraid I can't walk—it hurts awfully."

"I'll carry you," he offered, but she protested. "Oh, no; they are coming back."

The pigs were rampant now and squealing on the home stretch. The sheep were so frightened that their eyes were wild, and they stumbled over the rough road.

"Oh, poor things, poor things!" Eleanor said as she saw them.

The minister caught at the violet ribbons with one hand and brought the woolly steeds up with a jerk.

"Unharness them," he said to the man in pink.

"You've spoiled the race!" shrieked the little woman in scarlet.

"Miss Lester was to reward the winner," explained one of the stout gentlemen.

But the minister was pulling off the violet wreaths.

"Take them home, Jock," he said to the collie, and to the protesting crowd. "They happen to be my sheep, and I can't have them killed in this way."

Freddie Fairfax came back with the pigs in tow.

"We would pay you for them," he said insolently.

In a flash the minister faced him, with clinched fists, but it was Eleanor who cried indignantly, "Do you think he cares about the money, Freddie?"

She drew close to MacDonald as she said it, and the minister thanked her with his eyes. Then, as he noticed her deadly paleness, he cried, "We must get you home at once," and in explanation to the others, "Her ankle is in pretty bad shape."

Freddie Fairfax dropped the lines, and the pigs made a break for freedom. "Gee," he ejaculated, "I'll bring my motor car!"

"No." Eleanor refused and waved him away. "Run after your pigs, little boy. They're in the clover."

With one excuse and another she got rid of all of them; then she held out her hands to MacDonald.

"Did you care, Hugh," she asked wistfully, "when he spoke that way about giving you money?"

"Not after you defended me," he said.

"It was when I saw you standing there among them—that I realized how light they were—and how true you were—and different—and I knew"—

He bent over her. "What did you know, dear heart?"

"That I wanted to live in the parsonage with you—and to grow old together—and to have you love me—always—Hugh."

Rafferty's Rule.

BY FRANK L. PACKARD.

The general manager of the Transcontinental system glared at the young man who stood facing him across the office desk. "Why, you wouldn't last three months!" he snapped.

"I'd like to try, uncle."

"Humph!"

"I'm qualified for the position," young

Holman went on. "I've done my stint with the construction gangs and I've spent four years in the Eastern shops. You promised me that if I'd stick I'd have my chance."

"Well, if I did, I didn't promise to put you in the way of making a fool of yourself and a laughing stock of me, did I? You may be qualified technically, I don't say you're not. In fact, I've been rather pleased with you; that's one reason why you're not going out there to tackle something you can't handle. If men like Rawson and Williams can't hold down the job, what do you expect to do?"

"No worse than they, at least," Holman answered quietly. "Look here, uncle, that's just the point. There aren't any of the men who want the position, so I'm not jumping anybody to take it. I'll not make any laughing stock of you, either. I'm not going out as the old man's nephew; just plain Dick Holman. If I don't make good you can wash your hands of my railroad career."

"Young man," said the general manager severely, "don't make rash statements."

He pushed the papers on his desk irritably to one side. Then he frowned. Two years ago, when the road had dug, blasted, burrowed and trestled its right of way through the mountains, they had built the repair shops for the maintenance of the rolling stock, and from the moment the first brass time-check had been issued the master mechanicship of the Hill division was no subject to be introduced with temerity anywhere within the precincts of the executive offices. One man after another had gone out there, and one after another had resigned. "Hard lot to handle," Carleton, the division superintendent, had replied to the numerous requests for explanation that had been fired at him. And now Dick wanted to go. The general manager's fingers beat a tattoo on the desk and his frown deepened into a scowl. "You're a young fool," he grunted at last.

And Holman knew that he had gained his point. "That's very good of you, uncle," he cried. "I knew you'd see it my way. When may I start?"

"I guess you'll get there soon enough," his uncle answered grimly. He rose from his chair and accompanied Holman to the door. "Well, go if you want to, but remember this, young man, you're going on your own terms. When you resign from *that* position, you resign from the road, understand?"

"All right, uncle," Holman laughed in reply. "It's a bargain."

Three days later, as Number One pulled into Big Cloud, Holman swung himself to the platform. Up past the mail and baggage cars, the steam drumming at her safety, a big ten-wheeler was backing down to couple on for the run through the Rockies. There was the pride of proprietorship in his glance as his eyes swept the great mogul critically, for in his pocket was his official appointment as master mechanic of the Hill division, vice Williams, resigned.

It was not until the last of the Pullmans had rolled smoothly past him that he turned to take stock in his surroundings. The first impression was not prepossessing. Before him, just across the yard filled with strings of freight cars, were the low, rambling, smoke-begrimed shops and running shed, while beyond these again the town straggled out monotonously.

To the westward, through the mountains, were the curves and grades that wrenched and racked and tore the equipment he would hereafter be accountable for. To the eastward—but "eastward" was only 200 yards away, for there his eye caught the "Yard Limit" post, that likewise marked the end of the division.

If after this cursory survey there still lingered any illusions of the picturesque in Holman's mind, they were rudely dispelled by the interior of the barn-like structure at the side of the platform that did duty for station, division headquarters, general storeroom, and anything else that might seek the shelter of its protecting roof. The walls were adorned with such works of art as are afforded by the Sunday supplements, interspersed here and there with an occasional blueprint and time schedule. The furnishings bore unmistakable evidence of

having seen service with the construction staff when the road was in the making. At the right of the door, as Holman entered, the despatcher was poring over the train sheet.

"Sure," said he in answer to Holman's inquiry, "that's the super over there."

Holman crossed the room and proffered his credentials.

"Glad you've come," was Carleton's greeting, as he rose and extended his hand. "We've been expecting you. Williams went East this morning on Number 2. Sit down. That's your desk there."

Holman glanced at the battered table toward which the other pointed, then back again to the four days' growth on the super's face.

Carleton grinned. "Fixings aren't up to what you boiled-shirt fellows down East are used to. Out here on the firing line most anything goes. I've been requisitioning office fixtures for months. Ain't seen any way-bill of them yet, Davis, have you?" he called across to the despatcher.

Davis got up with a laugh and joined the other two. "No," said he, shaking hands with Holman, "not yet."

"And not likely to, either," continued the super. "It's rough and ready out here, Holman. The staff quarters up there," he jerked his thumb toward the ceiling, "are all-fired crude, and the Chinese cook is a gilt-edge thief and most persuasive liar; but we've got the finest division of the best railroad in the world, and we're pushing stuff through the mountains on a schedule that makes Southern competition sick. We're young here yet. Someday, when the roadbed's shaken down to stay, we'll build the extras."

The enthusiasm and bluff heartiness of the man before him was contagious. The new master mechanic put out his hand impulsively. "We've heard a lot of you fellows down East," he said, "and I'm glad I've got a chance to chip in." His eyes swept around the room and came back to meet the super's smilingly. "Even if accommodations are below 'Tourist Class,'" he added.

So Holman came to the division and joined the staff. Davis, chief despatcher, had shaken his head. "Twenty-eight and master mechanic of *this* division with the roughest, toughest bunch on the system's pay-roll to handle! Hanged if he isn't a decent sort, though, even if he will shave and wear collars. Imagine Williams with creased trousers! And say, his wardrobe—he's actually got a dress suit with him! Wouldn't that ground the wires! Who is he, Carleton? Got a pull with the Old Man?"

"Didn't inquire," returned Carleton bluntly. "Let him try out."

If the super waited before passing judgment on the latest addition to the staff of the Hill division, the shop hands did likewise—but for another reason. They waited for Rafferty. Rafferty was boss. Who Rafferty's boss was, was his affair, and it did not concern them. What Rafferty said—went. It was two weeks before he delivered his verdict.

"A bloomin' pink-faced dude!" he announced and terminated his remarks with a stream of black-strap juice by way of an exclamation mark.

The flat had gone forth!

Down in the pits, stripping the engines of their motion gear, the fitters passed resolutions of confidence in Rafferty's judgment, and among the lathes and planers the machinists did likewise. The concurrence of the forge gang was expressed by a vicious wielding of the big sledges that sent showers of sparks flying from the sputtering metal whenever Holman was sighted coming down the shop on a tour of inspection—a significant intimation to him to keep his distance. And that the sentiment of the shops might not be lacking in unanimity, the boilermakers, should Holman have the temerity to pause for an instant before a shell on which they were at work, would send up a din from their clattering hammers intolerable to any but the men themselves whose ears were plugged with cotton waste.

As for Holman, he might have been entirely unconscious of the hostility and ill-will of his subordinates for all the evidence he gave of being aware of it. He

was busy mastering the routine and details of his new position. For a month he said nothing; then one morning over at headquarters he turned to Carleton, who was reading the train mail that had just come in.

"Why did Williams resign?" he asked quietly.

"Eh?" said Carleton, startled out of his calm by reason of the suddenness of the question.

"Why did Williams resign?" Holman repeated.

"Oh, I don't know. Tired of the life out here, I guess," Carleton evaded.

"Was it Rafferty?"

Carleton turned sharply to scrutinize the countenance of the master mechanic. Holman was gazing out of the window.

"It was Rafferty," Carleton admitted after a moment.

Holman's gaze never shifted from the window. "Why wasn't Rafferty fired?" he asked in the same quiet tones, but this time there was just the faintest tinge of accusation in his voice.

Carleton's face flushed. An instant's hesitation, then he answered bluntly: "He weighed more, that's why!"

"Oh!" said Holman significantly. Then why didn't you recommend Rafferty for the position long ago and save all the trouble?"

"I would have if he could do anything more than sign his name."

Holman turned angrily to face the super. "So," he cried, "when a fellow comes out here he has to play a lone hand, eh? A show-down with Rafferty, shop hands, and the whole division drawing cards against him. You, Carleton, I didn't put you down as a man with a pet."

Carleton got up and put his hand on Holman's shoulder. "Don't do it, either," he said quietly. "Don't run off your schedule that way, son. It has always been man to man, and I wasn't appealed to. So far it has been all Rafferty. It's easier to get a new master mechanic than a new shop crew, so I haven't interfered."

"I don't understand," said Holman blankly.

The super laughed shortly. "Rafferty has the men where he wants them. If I've got on his ear he could tie us up so quick we wouldn't know what happened. A nice thing for me to admit, isn't it? But it's so. I suppose I should have nipped the whole business in the bud, but I kept on hoping that each new man would beat Rafferty at his own game. Has he got you going, too?"

Holman gathered up the repair reports from his desk and started for the door. "Game's young yet," he flung over his shoulder as he went out.

From the office Holman walked up the yard to the spur tracks at the end of the shops where three or four engines were waiting their turn for an empty pit. He glanced at their numbers, comparing them with the papers he held in his hand, then turned and walked back, pausing on the way to inspect an engine, bright and clean as fresh paint and gold leaf would make her, that had been hauled out of the shops that morning.

He passed in through the upper doors to the fitting shop. Already another engine had been shunted in to replace the one that had gone out. Her guard-plates, links, cross-heads, main and connecting rods were lying on the floor beside her, and the labor gang were jacking and blocking her up preparatory to running the wheels out from underneath her. There was a trace of heightened color in Holman's face as he turned to look for Rafferty.

The locomotive foreman was in his usual place. Down the shop, hands dug deep in his trousers pockets, legs spread wide apart, he swung slowly round and round on the little iron turn-table that intersected the handcar tracks where they branched out in all directions through the shops. As Holman approached he stopped the motion indolently by allowing the toe of his boot to trail along the floor around the table.

Holman's manner was quiet and his voice was soft, almost deferential, as he spoke: "I see you have 483 finished, Mr. Rafferty."

Rafferty looked down from his superior two inches and said: "Yis."

"And," continued Holman, "you've run in 840 in her place."

"Yis," said the locomotive foreman again, this time even more indifferently than before.

"Well, now, really, Mr. Rafferty, I'd like to know why you did? You know I told you yesterday to be particular to take 522 next." Holman's tones were more nearly those of apology than of expostulation.

For answer Rafferty gave a little shove with his foot and the turntable began to revolve slowly. During the circuit Rafferty coolly gave some directions to the men nearest him, and then as he once more came round facing Holman he stopped. "F'what was ut you was sayin', Mr. Holman?" he drawled.

"This is the biggest division on the system, isn't it?" Holman asked inconsequently.

"Eh?" demanded Rafferty.

"Longest division—most mileage—covers quite a stretch of country," the master mechanic amplified.

"Oh!" returned the other with a grin. "Well, you'll be thinkin' so if you ever stay long enough to git acquainted wid ut."

"Perhaps that's the reason I am beginning to feel cramped—I've only been here a month, you know," Holman smiled.

"F'what d'ye mean?"

"Why, curiously, it doesn't seem big enough or wide enough or long enough for even *two* men."

Holman purred his words in soft, mild accents, and Rafferty, understanding, sneered in quick retort: "Was you thinkin' av lavin', Mr. Holman?"

"No," said Holman slowly, "I don't know that I was. I thought perhaps the matter might be adjusted, and I'd like to ask your advice. Now, if you were master mechanic and you found that your locomotive foreman, in a dirty, low, underhanded fashion was discrediting you with the men, and furthermore flatly disobeyed your orders, what would you do, Mr. Rafferty?"

By the time Holman had completed his arraignment, Rafferty was mad—fighting

mad. "I'll tell you f'what I'd do," he yelled, shaking a great horny fist under Holman's nose. "I'd plug him good an' hard, that's f'what I'd do! See!"

"Rather drastic," Holman commented after a pause, during which Rafferty drew back and with hands on hips stood scowling belligerently. "But desperate cases sometimes require desperate remedies, and I don't know—but—that—" his fist shot out and caught Rafferty fairly on the point of the jaw—"you're right!"

Rafferty, staggering back from the impact of the blow, set the table whirling. His feet went out from under him and he fell sprawling to the floor. As he picked himself up, Holman sprang toward him and swinging twice landed two vicious smashes on Rafferty's face. Then, except for a confused recollection of a rush of men, that was all Holman remembered until he opened his eyes to find himself in his bunk at headquarters with Carleton bending over him.

"You're a sight," Carleton commented grimly. "What was the muss about?"

Holman explained. "I took Rafferty's advice and plugged him, you see, and after that—"

"After that if it hadn't been for old Joe, the turner, running over here to tell us, they'd have killed you. Don't you know any better than to stack up against Rafferty like that, let alone the whole gang? Did you expect to do them all up?"

"No, not exactly. I expected there'd be something coming to me, but I had to do it. I'll admit, Carleton, I was in a blue funk, but I just *had* to. Moral effect, you know."

"Yes," said Carleton savagely, "the moral effect is great! It will be as much as your life is worth to put your head inside those shops again. You don't know the men you're dealing with out here."

"You're wrong, dead wrong, Carleton, I do. You said it was man to man, didn't you? Well, then, either I'm running the shops or Rafferty is. Rafferty has the men with him because he's a bully and they're afraid of him. It was mere force of habit made them pile on to me.

You wait until they're cooled off a bit and see "

But Carleton shook his head. "You're a bloomin' fool," he summed up judicially, "but here, shake! You've got your grit with you, if you did leave your sense behind."

For the rest of the morning Holman nursed his injuries, but at 1 o'clock he was at his desk again. Five minutes afterwards Rafferty came in. He was not a pretty sight with his cut lip and battered eye as he limped past both Davis and Holman. With a vindictive glare at the latter he marched straight across the room to where Carleton sat. He leaned both hands on the super's desk.

"Ut'll be just a show-down, Mr. Carleton, that's all there is to ut. Me or him, which?" he announced.

Carleton tilted his chair back, put his feet up on the desk and his thumbs in the armholes of his vest. "State your case, Rafferty," he said calmly.

"Case!" Rafferty spluttered. "Case is ut? I'm sick av bein' bossed bye kids out av school that was buildin' blocks whin I was buildin' enjines. I quit or he does!" Rafferty jerked his thumb in Holman's direction.

"Is this all you have to say, Rafferty?"

"That's about the size av ut."

"Very well, Rafferty, you can get your time," said Carleton quietly.

For a moment Rafferty stared as though he had not heard aright, then he swung round on his heel only to turn again and face the super with a short laugh. "All right, Mr. Carleton, you're the docthor. It's satisfied I am. Whin I go out, every bloomin' man in the shops 'ull go out wid me!"

Carleton's feet came off the desk like a shot, his chair came down to the floor with a bang, and the next instant he was standing in front of the locomotive foreman.

"See here, Rafferty," he blazed, "you know me—the men know me. While I've held the bank there's been 52 cards in the case and every mother's son of you has had a square deal. You know it, don't you? No man on this division ever

came to me with just cause for complaint but had a chance to state his grievance on a clear track and no limit on his permit, either. Now, I'm entitled to the same line of treatment I hand out, and won't stand for threats!"

Rafferty shifted uneasily and to hide his confusion reached for his "chewing." "We've nothin' agin you, Mr. Carleton, an' I'm givin' you fair warning," he mumbled as his teeth met in the plug.

"When you make trouble on this division you make trouble for me," said Carleton bluntly. "As for warning, I give you warning now that if you start any disturbance in those shops it will be the worse for you. Now go!"

They watched him through the windows as he crossed the tracks. Finally, as he disappeared inside the shops, Carleton turned with a grave face.

"I'm afraid it's going to be a bad business," he said.

"You don't mean to say," Holman burst out, "that the men are fools enough to quit just because one man with a grouch says so, do you?"

"I told you that you didn't know the class of men out here—they're partisan to the core—it's bred in them. I'm not blaming you, Holman—not for a minute! As I said this morning, I've seen it coming for a long while—long before Williams gave up the ghost. Now it's here, we'll face the music, what?"

"It's mighty good of you to say so, old man," said Holman slowly, "but I've put you in a bad hole, and it's up to me to get you out of it. Inside of two weeks with the repair shops on strike our rolling stock won't be able to handle the traffic." He put on his hat and started for the door.

"Where are you going?" Carleton demanded.

"Rafferty's not going to have this all his own way. The men have no grievance, and I don't believe they'll follow him out if they're talked to right. I'm going over."

"Not if I know it, you're not," said Carleton grimly. "There may be a coroner's inquest before this affair is settled, perhaps more than one if things get

nasty, but I'm hanged if I propose starting in that way this afternoon."

"That's all right," Holman replied doggedly. "Just the same, I'm—Eh? What's up, Carleton? What's wrong?"

Davis had bent suddenly over the key, and Carleton, with a startled exclamation, was staring at the words the despatcher was hastily scribbling on the pad. Holman leaned over the super's shoulder and even as he saw Carleton reach to plug in the telephone connection with the round-house, he read the message: "Number Two wrecked Eagle Pass. Send wrecker and medical assistance at once." The next instant he was flying across the yard to the shops.

As he burst in through the door he was greeted with a snarl. The men were massed in a body around one of the locomotives in the fitting shop, and Rafferty, from the cab, was talking in fierce, heated tones. At sight of the master mechanic he stopped short and with an oath leaped from his perch straight for Holman. The crowd divided, making a lane between the two men, then, with startling suddenness, breaking the ominous silence that had fallen, there came three short blasts from the shop whistle—the wrecker's signal. It halted Rafferty when but an arm's length from the master mechanic. Then Holman spoke:

"You hear that, men? Number Two has gone to glory up in Eagle Pass. You, Rafferty, get the wrecking crew together, *quick!* The rest of you get back to work."

"You're a liar!" Rafferty yelled. "A measly, putty-faced, starch-shirted liar, d'ye hear? Ut's a plant! You can't work any sharp trick loike that on me!"

There was a low, menacing growl from the men and they edged in closer around the master mechanic. But Holman gave them no heed; he took a step nearer the locomotive foreman, looking straight into the other's eyes.

"Rafferty," he said quietly, "you've a wife and kids, haven't you? And you're a railroad man, aren't you? Well, there's wives and kids and mates up there in that wreck. The other affair can wait until we get back. Now, will you go?"

And Rafferty went—at the head of the wreckers—out into the yard where the switching crew were working like beavers making up the relief train. Two passenger coaches to serve as ambulances, behind them a flat, then the wrecking crane, the tool car, and a caboose. As Rafferty was piling his men into the train, Holman raced across the tracks to the station. On the platform the doctors, hastily summoned, were crowded around Carleton. Holman stopped beside them. "We're all ready, Carleton," he announced; then to the others: "You fellows had better get aboard; we'll be off as soon as we get the track."

"Davis will have the line clear in a minute," said Carleton, as the doctors started for the coaches. "I'm sending a despatcher up with you; he can tap in on the wires. How many men did you scrape up?"

"The regular crew."

"And Rafferty?"

"He's going along."

"I don't know how you did it, and there's no time for explanations now; but I think, Holman, you'd better leave Rafferty behind."

"And have the whole crew quit, too? It's no use, Carleton, he's got to go. That's all there is to it."

Carleton shook his head doubtfully. "I don't like the idea of you two getting up there together. You don't know the man; if you think he'll forget—"

"You're wrong, I do. I told you so before; anyway it's too late now—we're off. Here's Davis with the orders."

Before Carleton could reply, Holman had grabbed the tissue and was running for the train. As he swung himself into the cab of the engine and handed Hurley, the driver, his orders, Rafferty climbed in from the other side.

At the sight of the master mechanic Rafferty hesitated and half turned around in the gangway to go back to the caboose; but Holman reached out and caught his arm.

"Stay where you are, Rafferty," he said quietly. And during the nerve-racking 30-mile run to Eagle Pass no other words passed between them. Some-

times in the mad slur of the locomotive as she hit the tangents their bodies touched; that was all.

Holman, by virtue of railroad etiquette, had climbed to the fireman's seat and once or twice he had glanced around at the great bulk of the man behind him, at the grim, set features, at the eyes that would not meet his, and wondered at his own temerity in inviting a physical encounter. And what good had it done? Was Carleton right after all? Perhaps. And yet behind the stubbornness, the self-will, the purely physical, there must be the other side of the man. If he could only reach it—only touch it. He had touched it. His appeal for the injured.

Hurley was eating up the miles as only a man at the throttle of a wrecker with clear rights could do it. A long scream from the whistle that echoed through the mountains above the pounding, deafening rush of the train brought Holman back to his immediate surroundings. Another minute and they had swung round the curve and thundered over the trestle that made the approach to the Pass.

Half a mile ahead of them up the track they saw the horror. Hurley latched in his throttle and began to check. As the brake shoes bit into the tires, Holman slipped off his seat and faced the locomotive foreman. There was a curious look in the other's eyes, and Holman understood. Understood that here Rafferty was his master—and knew it. So this was the meaning of it. This was how he had touched the other's better nature! Rafferty had cunningly seized the opportunity of placing him at even a greater disadvantage than before. For an instant he hesitated as he bit his lip, then he canceled the personal equation. "Go ahead, Rafferty," he said quietly, answering the unspoken challenge, "you're better up in this sort of thing than I am. You're in charge."

And Rafferty without a word swung himself from the cab.

To Holman the first five minutes were unnerving. It was his first bad wreck. Down East it had never been his province to go out with the crew—nor was it here,

he reflected grimly, and at that moment was grateful for the veteran Rafferty. It was like some hideous nightmare to him. All along the line of burning wreckage lay the dead, their silence the more awful by contrast with the shrieks and cries of the wounded still imprisoned in the wreck. And then the feeling passed and he worked—worked like a madman.

Once a woman had caught his arm and, sobbing, dragged him toward the state-room end of one of the Pullmans. Through the smoke and scorching heat of the flames he had fought his way in, then back with the child. The woman had thrown her arms hysterically around his neck.

It was all a mad, furious turmoil, and he gloried in it. The crunch of the ax through glass and woodwork, the wild rush into the heart of things to stagger back blinded and choked with his helpless burden. The fierce joy of life still lingered; the tender reverence if life were gone.

Up the track toward the engine there was a crash and a chorus of excited cries. He rushed in that direction. A half dozen of the wrecking crew were grouped around the forward baggage car. As Holman reached them, disheveled, clothes torn and scorched, face blackened with smoke and daubed with blood where glass and splinters had cut him, the men drew back aghast, staring white-faced.

"By God!" one cried. "It's him!"

"Of course it's me! Are you crazy? What's the matter with you?"

The man pointed to the blazing car. "Some one said you was in there, and he went in after you just before she crumpled up."

"Who?" Holman shouted.

"Rafferty."

Holman made a dash for the car. The men held him back. "Don't try it, sir; it's too late to do any good."

He shook them off, and with his arms crossed in front of his head to protect his face he half stumbled, half fell through the opening that had once been a door. The car was half over on its side. The trunks, dashed into a heap on

top of each other when the car had left the track, were all that supported the burning roof timbers. Between the trunks and the edge of the car there was a little space with the floor at an angle of 45 degrees, and along this, head down, Holman crawled blindly. The floor was already beginning to smolder, the metal-bound edges of the trunks blistered his hands as he touched them. His senses reeled, but on and on he crawled, and in his mind over and over again the one thought! "Rafferty! My God, Rafferty!"

Then his hands touched something soft, and slowly, painfully, inch by inch, he struggled back, dragging Rafferty after him. Somehow he reached the door, then a confused jumble of noises and nothing more until he returned to consciousness, and to the knowledge that he was back in his room at Big Cloud with the almondered factotum in attendance.

"Belly much better? Likee eat?" inquired that individual solicitously. Holman groaned in spite of the pain. "No," he answered; then as he closed his eyes again he muttered: "Tell Carleton I was right." And he was, for two days afterwards Rafferty publicly abdicated. He gathered the men in the fitting-shop and mounted to the top of an engine jacked half way up to the ceiling as before on this occasion. It was at the noon hour and not in the company's time. His words were few and to the point, delivered with a force and eloquence that was all his own.

"I sed he was a bloomin' pink-faced dude, so I did. Well, I take it back, d'ye moind? an' fwhat's more, I'll flatten the face of any man fwhat sez I ever sed it."—*Collier's Weekly*.

What Makes the Sky Blue?

It is the atmosphere that makes the sky look blue and the moon yellow. If we could ascend to an elevation of 50 miles above the earth's surface, we should see that the moon is a brilliant white, while the sky would be black, with the stars shining as brightly in the daytime as at night. Furthermore, as a

most picturesque feature of the spectacle, we should take notice that some of the stars are red, others blue, yet others violet, and still others green in color. Of course all of the stars (if we bar the planets of our own system) are burning suns, and the hues they wear depend upon their temperature.—*Reader Magazine*.

The Devil of Debt.

The devil of debt seems to be on the heels of almost everybody. The clerk, he's in debt. The bookkeeper's in debt. Ditto the typewriter. Same with the porter and drayman. As for the superintendent, he can't remember when he wasn't. The office boy would be in debt if anybody would trust him. And all of them complaining and acknowledging the miserableness of their condition.

Debt is a mortgage on your salary.

Debt is a monument to a young man's weakness, a grown man's folly and an old man's failure in the university of life.

Debt is discounting tomorrow's liberty for today's good time.

Debt is a quitclaim to your wife's confidence, your children's ambitions and your own self respect.

Debt is a guaranteed insurance policy against happiness.

"Then what are we going to do?" say a chorus of young fellows and business men and aspiring women and laborers and clerks and managers and street car conductors and hundreds more.

Do without!

It will take some backbone. It will take some genuine courage.

But you'll be able to hold your head up—and that's more than you can do now, and you know it. You won't have palpitation of the heart when the postman blows his whistle, and you won't tremble every time the boss asks you to come into the front office. Neither will you be ashamed to have your stenographer open your mail.

Because you'll be working today for tomorrow's satisfaction, and not to make good on account of yesterday's extravagance.—*Pittsburg Press*.

Correspondence

Across the Sea.

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feelings. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Homeward Bound.

Once more our ship is speeding;
The skies we're proudly reading;
On hourly meals we're feeding.

As calmly on we glide:
Old Neptune must adore us,
The ocean's smooth before us,
We're full of song and chorus,
Here on the placid tide.

Myself and Kate together,
With hearts as light as feather,
Return to well-known heather,
From places far away;
And "Home, Sweet Home," we're singing.
With seabirds round us winging.
And happy laughter ringing.
From dawn till closing day.

Land ho! will soon be sounding
And dear old friends be bounding,
With "Welcome Home" resounding.
From lips with love aflame;
They'll gather at the meeting,
With good old heartfelt greeting,
And send our bosoms beating,
With feelings more than tame.

We hope to find the Brothers,
The Sisters and all others,
Who sprang from honest mothers,
In health and happiness;
With ailing breasts all righted,
With love-vows newly plighted,
And all in health delighted,
And no one in distress.

God keep that banner floating,
And scores of thousands gloating
Upon it, for promoting
Fraternal feelings true,
That foemen ne'er can sever,
In every just endeavor,
He'll guard it there forever,
Beneath His cloudless blue.

SHANDY MAGUIRE.

EDITOR JOURNAL: I left you in mid-ocean in my last letter and did not intend that the parting should be of so long duration; but your temperament I knew to be equable, and I presume upon its unruffled calm for the desertion. Now I take up the narrative at the parting, and I shall remain under your very partial and charitable eye till I part you under the Stars and Stripes on the termination of my rambles.

As I said, I left you in mid-ocean. You had a good ship under your feet. Also, you had five meals a day to partake of, splendidly cooked, and the ocean like the proverbial sea of glass, with not even a sea bird in sight to break the glance of your eye, as you sought the sky line.

Now, I think this is the proper place to give those who intend to cross the ocean for the first time a few instructions relating to the voyage. The "old traveler," that perambulating nuisance, will volubly roll off his tongue things you should do ere going on shipboard, and things requiring to be done when you get there. He is not to be trusted. We'll suppose you wish to go to the British Isles and no farther. Book at least 30 days ere you intend sailing. Every applicant is registered impartially in rotation of application, the early comer getting the best quarters. Take a passport with you, sure. It will cost you one dollar. Write for it to—I believe—the Secretary of the Treasury, Washington, D. C. It will save a vast amount of trouble to have it in your possession before you start. No matter whether you are a native or a naturalized citizen of America, you are protected by the passport. The return to America is where the rocks of obstruction are to be met. The laws are very strict relating to those coming into this country, and foreign countries know it to their cost, and they spare no effort to keep themselves clear of the immigration laws. Any person entering this country, either as an immigrant or tourist, must pass a rigid physical examination at the port of departure, or if an

objectionable person gets in, he or she will be returned at the expense of the steamship.

We were lined up at Queenstown to be examined at 5:30 p. m. in the Cunard Company's office the day before sailing. I kicked at the examination. I watched it progressing ere I got up to the surgeon. He looked under the eye-lids, into the ears, down the throats, around the hearts, and up the nostrils of the poor victims with the same intense interest a skillful housewife would size up a piece of meat intended for a roast on her butcher's stall, and if you passed you were raddled or tagged as carefully as a cow-puncher out on the plains ever punched a maverick. I was the only kicker I heard. I guess all the others had either passports or naturalization papers. All I had was an honest face to present to be punched for daring to return to Yankee land, and I really did fear it would be punched, but it showed a sanctity acquired from a couple of months' association with live and dead saints and had also a saintlier look acquired from returning health than from reading the inscriptions on all the pedestals of the standing places of all the saints that were ever canonized in the college of cardinals, and I was let pass. I told the doctor unless I had a contagious disease, which would be likely to be given to the other people on the ship, he could not stop me from returning to my home. I was told to get a gait on me getting out of the way, and to go right aboard. Get a passport. You will surely have to carry one in any other country than in the British Isles, but you will find it very handy to have along with you there also.

The old traveler will tell you to be sure and rent a steamer chair at the time you book your passage. Don't you do it. Wait until you go aboard. If there is a big list of passengers there is no comfort in a chair. You will find it difficult to get a place to put it. If there is a small list you will find plenty of room and vacant chairs. This same false guide will advise the purchase of a steamer rug ere sailing. Don't you in-

vest. You can rent one from the cabin steward if you find you require it when at sea. It will cost but a few pence, and you'll not be afflicted with it swinging out of your arm as you are wending your way in foreign lands. I am not dead struck on a man swathing his limbs in a rug, anyhow. He reminds me too much of an old woman trying to save an unwelcome breeze from whispering about her bloodless limbs.

After a passenger gets aboard there is one thing he or she must do, and that is to make tracks as speedily as possible to the head steward of the cabin he or she is classed in and get his or her table ticket. By doing so you get a good seat, and also get to the first table, which may be pleasing to the stomach.

There are other things which I'll impart as I go along, which may be worth knowing.

We made a steady run of about 16 knots an hour daily. On shipboard the day begins at noon. All time is measured by bells. One bell is 12:30, two is 1 o'clock, three is 1:30, and so on to 8, when the watches are changed, and then the bells begin again at 1.

We have a very sick man on board. He is returning home to die. He lives about five miles from Derry, Ireland. It is a race between him and Death, to see if he'll be permitted to look with his dying eyes into the faces of his loved ones once more ere his wings shall poise to waft him into the Great Unknown, or whether Death shall win by striking his heartrending blow ere he crosses his threshold.

On the morning of the eighth day out we figured up the longitude, which is posted daily in the dining-room, and we found we would make Ireland about 1 the next a. m. We were not mistaken, as Tory Island light flashed out its welcome to us at ten minutes after 1. It is the first sight of the Irish coast the trans-Atlantic voyager gets approaching the country by one of the Anchor Line of steamers bound for Loch Foyle in the north.

The big liner swung into Loch Foyle about 2 o'clock and headed for Moville as

the purple streaks of dawn began to shoot athwart the eastern sky and revealed Inisshaun to our earnest gaze. The hills were sky-kissing and had an imposing grandeur as we gazed. I thought of John Locke's fine poem, "Morning on the Irish Coast," and I got upon the starboard rail and apostrophized the land we were gazing on in the opening stanza of the poem :

"Th' anam an Dhia, but there it is,
The dawn on the hills of Ireland,
God's angels lifting the night's black veil
From the fair sweet face of my sireland ;
Oh, Ireland ! Isn't it grand you look,
Like a bride in her rich adorning,
And with all the pent-up love of my heart,
I bid you the top of the morning."

In a brief time the machinery of the big liner ceased moving for the first time since leaving New York and the tender came alongside and took off the Irish passengers, including the ailing man who died as his wife was on her way from Derry in the tender in response to a wireless from the ship. Poor fellow ! Death had won the race and he died as the home he sought was almost in sight.

All the Irish passengers took the tender for Derry, and when we swung on to our course again for Glasgow many a dear face was missed from our sides who made themselves very endearing to us in our cross-sea association of the previous eight days. We gave them a parting cheer, which they returned as the sun just topped the hills above the village of Inisshawn. We were all interested in viewing the scenery as we clove our liquid way to our destination. Soon we saw the southern-most point of Scotland as we steamed up the Firth of Clyde, and in the distance astern we saw Paddy's Milestone, which is the name given to a mountainous rock which is 1,200 feet high and which got its name from being half way between Ireland and Scotland. The Clyde is a grand river. It is not necessary to tell your readers that it is the most favorable river in Great Britain for ship building, and as it began to narrow we scanned scores of them upon the stocks.

Ere we landed we began to get a taste

*My soul to God.

of Old World historical ruins as we sailed up the river and Dumbarton Castle was the first. It was on our port hand within a stone's throw and a solid mass of ivy from basement to donjon keep. What pleased and astonished us was the bright green of the ivy leaves and the grass which made an emerald cover for the land until the waters stopped its progress as it reached the liquid edge of the barrier. Everything was new to us and we remained on deck from the time we entered the river until the big liner was placed at her dock by two tugs so gently that she would not break an egg if it was used as a fender ; and in a very few minutes more we realized the truth of the old song which said :

"There were none there that could compare with
Glasgow fair on the banks of Clyde."

SHANDY MAGUIRE.

(To be continued.)

Reduction of Representation.

COVINGTON, Ky., Aug. 5, 1909.

EDITOR JOURNAL: Reduction of representation is an old, old subject that has been discussed in the columns of our JOURNAL and in our conventions so often that it has almost become a bore, but it must be kept alive until some feasible plan is brought out to reduce representation. Our organization is on the increase, new Divisions being organized constantly until now we have 783. Every new Division means another delegate to overcrowd our already crowded conventions, and they have already become too big and unwieldy. It is safe to say that from the 783 Divisions we will have about 600 delegates. The question that naturally presents itself is, "Is it, or why is it, necessary to have such a number to make laws for our organization with a membership of 65,000?"

The population of the United States is about 85,000,000 and they are getting along very nicely with 391 congressmen and 92 senators, and some of them could be spared.

It surely cannot be that we have little faith or confidence in the quality of

brains we send to our conventions, that we have to send such a quantity.

The railroad companies and other big interests are constantly taking from our ranks men of brains and ability and placing upon them great responsibilities. If they have confidence in them, we should.

I believe a majority of our members and especially those who have given it serious thought agree that a reduction of representation is needed, but on what basis shall we be represented is the old question that comes up again. So many plans have been suggested, discussed and rejected we are at a loss to know what to do. We are too timid to make any move, but I believe any move in that direction will be a good move, and if the plan first adopted is not good we can improve on it as time and circumstances may require.

The Columbus Convention was in session 24 days, 572 delegates present. The business of the convention is transacted by about 250 men; the balance of them are useless. They never opened their mouths, and it is a good thing they did not, for if they had all taken part in some long-winded discussion there is no telling when they would have gotten away.

One of the great troubles with our conventions is they are too much of a frolic—a blowout—too many holidays; and a good many delegates are loth to vote for anything that will hurt their chances for the next convention and frolic while the other fellow pays the bill.

It is well to show hospitality and entertain the convention and visitors, but in the past there has been too much of it.

Some Brother some time ago said a big convention was a big advertisement for our Brotherhood. We do not need that kind of an ad. Let all those who wish to go to the conventions, but go as visitors, and at their own expense.

The law requiring the committee on resolutions to meet at the Grand Office prior to the convention was an excellent move to relieve the convention. It was discussed at the Los Angeles Convention, but the time did not seem ripe for its adoption.

We can help our conventions out with the existing laws in another way. Divisions 271, 455 and 698 have entered into an agreement to alternately represent one another at the next three conventions. Suppose we could get 300 Divisions to do likewise, we could reduce the crowd at the convention 200 and save the unnecessary expense.

A good many Divisions have no especial need for a delegate, but the law requires each Division must be represented or excused by the Grand Chief Engineer. No one wants to plead poverty. Then why not be represented by proxy?

Reduce representation now and do not wait for any more laws.

Faternally yours,

C. M., Div. 271.

Conditions Present and Past.

FOND DU LAC, WIS., August 7, 1909.

EDITOR JOURNAL: I have at divers times criticised Brothers for not writing in the JOURNAL, well knowing their ability to do so. I could mention several whose articles I admired, though they differed from my own views, but for the past few months I have fallen into that same lethargy, and the cause for my doing so is principally the lack of being criticised by members who I know do not share my views, yet are indifferent in writing their opinion for the benefit of the JOURNAL and the Brotherhood; but I have come again on the last subject of which I wrote relative to the 16-hour law and earnings of the members and engineers generally.

"Member Div. 454," page 675, August JOURNAL, writes under the heading of "Underpaid." He makes many omissions, however, and one most important is his name. I have no fear to express my opinion over my signature, and I believe a man will be admired for an opinion, even though it differs from the rest. I, however, did not intend to criticise the Brother's literary effort, and only wish to call attention to his letter, as I wish to state in answer, why we are underpaid.

Twenty-five years ago we received

practically the same pay on mileage basis as we do today, on similar power; a very slight increase perhaps in some localities, but the power has been changed and a slight amount added for the increase in weight, etc., but we haul more than double the trains now than we used to. We work by the mile or hour, and when business is slack we live on what we have an opportunity to earn, or what we were fortunate enough to lay up, if anything. If not laid up anything we live on the future if possible. We try to keep soul and body together somehow, ashamed to tell the other fellow that we are hard up. We worked night and day for an indefinite time when business was good, until wise ones saw we were killing ourselves and passed a 16-hour law. Now some would like to have it repealed, but we managed to make a fair month's pay (when business was good) and that has been held up to us, notwithstanding that in so doing we became prematurely old from overwork, and the roads tell us now that we are too old at 45, and when we enter the service young we must pass a first-class medical examination, the same as we would should we wish to enter the army or navy, in which case we would be entitled to a pension when we got too old for service. But that is by no means all. Our service is the most hazardous and the most responsible, besides, the hours for duty are irregular and we are surely underpaid by half for the service we give to the railroads.

The cost of living (without going into statistics) I believe has increased more than double in the last 25 years. We are doing more than double the work we did then as well. Three dollars and seventy cents was the rate paid in these parts for 100 miles. We were making the 100 miles in five or six hours. We hauled a limited number of cars. Now we haul more than double the tonnage and work ten hours to go these 100 miles or maybe more. When we get paid by the hour now we get \$4.20 for that same class of power.

Let us see how it would be were we paid according to the increase in work we do. Taking it for granted that we

haul double the tonnage, which I believe to be a fair estimate, then double the pay would be \$7.40 instead of \$4.20. So, you can see that we could meet the increase in expenses if we only got paid in proportion to the increase in earning without taking the increase of expenses into consideration.

Now, I say let us get busy and readjust our wage scale and let the 16-hour law take care of itself. The railroad companies have readjusted the tonnage. We are doing the work, and there is absolutely no reason why we should not get just compensation for it.

With best wishes for the Order, I am
J. F. FREENOR.

The Passenger Engineer.

IGNATIUS BRENNAN, CONDUCTOR W. & L. E. RY.

Upon the right of the big locomotive,
Hand on the throttle and eye on the rail,
Seeing the switchlights and targets at "safety;"
Then driving onward through mountain and dale.

Knight of reverse-bar, cross-head, eccentric;
Knight of the water gauge, knight of the gong;
Knight of the "19" and "31" order;
Knight of the crossing, while plunging along.

Watching the schedule, his own "time" and others;
Watching the crown-sheet, the boxes and sand;
Watching the air-pump, his true right-hand bower;
Watching for signals the train crews demand.

Now up the mountain-side, now through the tunnel;
Now down the grade, and now bounding the plain;
Now at the water tank—looking her over—
Engineer's duties while hauling the train.

We stand aside as his train thunders onward,
And yet his pleased nod as he passes us by;
Out o'er the arm-rest in perfect composure;
"Quite a nice calling," we say with a sigh.

Who would not envy the proud gladiator,
Sailing along through a pure atmosphere;
Picture of health and nothing to trouble;
This is one phase of the glad engineer.

But, when we think, there is surely another
Picture to draw of his calling so grand—
Picture him out in the sunshine of summer;
Picture him then when King Winter's at hand.

Picture the nights when the rain falls in torrents;
Picture the sleet and the treacherous rail;
Picture him catching the quick reverse signal—
Flagged—and, Great God! if the air-brakes should fall!

Picture the deck lights—one hundred yards forward;
Picture a headlight; a bridge washed away!
Picture the leap into blackest of darkness!
Are all his moments so happy and gay?

—*Wheeling Register.*

Joined the Order in 1868.

CHICAGO, ILL., Aug. 1, 1909.

EDITOR JOURNAL: Having seen many letters in the JOURNAL from members of long standing in the Order, I thought I would write a few lines as I am one of the old ones in the Order and well along in years, as I am now 73, and have seen much of the constructive period of our railroads and nearly all of the growth and usefulness of the B. of L. E.

I joined Div. 102, Austin, Minn., in 1868; later I transferred to Div. 150, St. Paul, and ran from St. Paul south for 10 years; changed to the St. Paul & Sioux City, where I remained during 1873 to 1875, during which time the James-Younger raid was made which created great excitement until they were caught. In 1876 I went to the C. R. I. & P. road and transferred to Div. 181, Elden, Ia. Later, running out of Trenton, Mo., I transferred to Div. 91 at that place, and represented that Division as delegate at the convention held in Indianapolis in 1878 and again at Baltimore in 1881. Later I ran a new Baldwin Mogul, No. 250, from Davenport, Ia., to Kansas City, and west end St. Joseph, Mo., and Leavenworth and Atchison, Kans.

In 1884 I went with the Northern Pacific as foreman at Billings, Mont., where we did the work for the Montana & Yellowstone divisions. I remained there 3½ years, and since the World's Fair in Chicago, 1893, I have been Chief Engineer La Crosse City Street Railroad for 12 years, and 2 years in the pump house at La Crosse, but am now residing at 386 Ashland Boulevard, Chicago.

I was well acquainted with Brothers Arthur and Ingraham, and many of the older members of the Order, most of whom have responded to the last call.

Members of the B. of L. E. may not have the ideal conditions they would like and deserve, but the old Order has done a great work and is still maintaining conditions that without it would not exist; and every engineer should do his share in maintaining it. I can remember when it meant much to join it, when every effort was made to kill it, so it

could not stand in the way of officials doing as they pleased, right or wrong.

Fraternally yours,

SAMUEL J. PRENTISS, Div. 13.

Three Sons Engineers.

EDITOR JOURNAL: The accompanying photograph is of Bro. James Heigley and wife. Brother Heigley, member of Div. 472, runs on the B. & A. V. division P. R. R., between Kittanning and Pittsburg. Mrs. Heigley is a member of Arsenal Div. 428, G. I. A., and takes a ride of 90 miles twice a month to attend the meetings of their Division. Three of



BRO. JAMES HEIGLEY, DIV. 472, AND WIFE.

their sons are engineers running on the same division, and all belong to Div. 472. Perhaps some good Sister who reads the JOURNAL will be interested to know that Brother Heigley was the engineer who had the live crab put in his coat pocket at Bay Shore Park at the Baltimore fifth Sunday meeting.

JOHN ALLINGHAM, 472.

Electric Headlight.

ST. JOSEPH, MO., Aug. 2, 1909.

EDITOR JOURNAL: Although never having contributed anything to the columns of our JOURNAL, I have always been a very interested reader of the

many interesting and ably handled subjects contained in its pages.

One of the most interesting subjects to my mind now under discussion is the electric headlight. In looking through the August JOURNAL I see an article written by Bro. Byron Archibald, Div. 371, which portrays the opposition to the electric headlight to a nicety. A few companies adopted it of their own free will and accord and for the simple reason that they could see that it was one of the most important safety devices ever introduced in railroading, a life and property saver, and consequently a money saver for the companies; and why any company should oppose its adoption I cannot see unless it is on account of first cost.

I can truly say that in a conversation I have never heard an engineer offer any opposition to an electric headlight, and I believe it will do for the railroads in avoiding accidents what the electric street lights have done for the large cities in lessening crime.

J. M. CRUM, Div. 107.

Correspondence Department.

The Correspondence Department of this issue and several preceding ones bears evidence of a disappointing lax of that interest in a department which ought to command the thought of many of our members, for it is for the interchange of thought among our great family of members, as to what is best for our mutual good, to tell of pleasant social relations and local happenings of general interest, but it seems necessary to insert something which appeals to combativeness, something which makes one feel that he desires to tell the other fellow what a fool he is, in order to set thought moving and pen at work, and if the Editor takes the sting out of the letter which is unbrotherly and tends to create local discord, then the writer is not suited.

It would seem that everyone ought to know that the Editor is always held personally responsible for what is published, and that if someone feels that

the acrimony in any letter is unjust, he demands space to give vent to his injured feelings, and the consequence can be easily estimated.

Write, but remember that your audience is the American continent, and as though you were known to all men, as a safeguard against excesses in your word-picture. We earnestly solicit correspondence, and will do the fair thing with our common welfare always in view.

EDITOR.

Railroad Employees' Home.

HIGHLAND PARK, ILL., August 2, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of July, 1909:

FROM B. O. L. E. DIVISIONS			
Div.	Amt.	Div.	Amt.
160.....	\$ 12 00	406.....	\$ 12 00
265.....	3 00	657.....	10 00
Total		\$ 37 00	
FROM G. I. A. DIVISIONS.			
Div.	Amt.	Div.	Amt.
70.....	\$ 5 00	114.....	\$ 5 00
71.....	10 00	192.....	3 00
73.....	2 00	243.....	2 50
112.....	5 00	288.....	2 00
Total		\$ 34 50	

SUMMARY.

B. of L. E. Divisions.....	\$ 37 00
B. of L. F. & E. Lodges	15 00
O. R. C. Divisions	52 00
B. of R. T. Lodges	89 50
G. I. A. Divisions.....	34 50
L. S. to B. of L. F. & E. Lodges	12 00
L. of A. T. Lodges.....	4 60
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
W. J. Van Hess, Div. 193, B. of L. E.....	1 00
J. McQuaid, Div. 39, B. of L. F. & E.....	1 00
Brotherhood of Locomotive Firemen and Enginemen, by A. H. Hawley, Gen. Sec.....	1199 62
Interest on deposit, Williams, Ia.....	250 00
Interest on deposit, Cleveland, O.....	194 82
Interest on deposit, Clinton, Ia.....	125 68
From members of Div. 326, B. of L. E.....	3 90
From members Div. 203, B. of R. T.....	4 00
Ladies' Cardenas Social Club, Mexico.....	15 95
Sale of Junk	17 50
From members Div. 314, B. of L. E.....	1 00
Dividends on Hamilton Carhart Stock.....	10 50
Station Div. 23, C. & N. W. conductor's room	3 00
W. B. Amos, Div. 390, B. of L. E.....	50
E. R. Swingle, Div. 354, B. of L. F. & E.....	25
Total.....	\$2076 32

Respectfully submitted,

JOHN O'KEEFE, Sec. & Treas.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 1560 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 941 Morse avenue, North Side, Chicago, Ill.

Now is the Time.

When I have time, so many things I'll do,
To make life happier, and more fair,
For those whose lives are crowded now with care;
I'll help to lift them from their low despair.

When I have time.

When I have time, the friend I love so well,
Shall know no more the weary, toiling days;
I'll lead her feet in pleasant paths always
And cheer her heart with words of sweetest praise.

When I have time.

When you have time the friend you hold so dear,
May be beyond the reach of all your sweet intent,
May never know that you so kindly meant
To fill her life with sweet content.

When you had time.

Now is the time. Ah, friend, no longer wait,
To scatter loving smiles and words, or cheer,
To those around whose lives are now so dear,
That may not meet you in the coming year.

Now is the time.

Girls as Violin Players.

There was a time when men and not women played the violin, and when it would have been considered unfeminine for a young lady to get up in a parlor or a concert hall, put a violin to her chin and play on it.

Now all this is changed, and the appearance of a girl on the street carrying her violin case is an every-day occurrence. There is really nothing mannish in violin playing, except the fact that in time past it has been practiced more by men than by women.

The violin is a beautiful thing, and if it is held and manipulated aright, all the movements involved in playing it are graceful; and as a woman's instrument it is superior to either the harp or guitar. If a girl wishes to know how to play the violin, she cannot begin too young. But there is one thing she should know before trying to learn. It is this. While other instruments create your notes for you, in tune or out of tune, you have to create the note on your violin. If, therefore, you have a bad ear, or no ear for music, it is worse than useless to attempt the violin.—*Selected.*

The Los Angeles Union Meeting.

SAN ANTONIO, TEX., July 25, 1909.

EDITOR JOURNAL: Having just returned from the union meeting of the G. I. A. to the B. of L. E., held in Los Angeles, Cal., July 8, 9 and 10 by Golden State Div. 104, and Arrow Head Div. 392, I thought a short letter from one who had attended would be of interest. We arrived at 8 a. m. Wednesday from Kansas City on the Santa Fe limited and were met at the depot by the reception committee and shown to our hotel. As there was no meeting that day Sister Collins gave us directions how to find the shopping district and hall, that we might pass away the day and be prepared for the duty and pleasure in store for those attending the meeting.

Grand President Mrs. W. A. Murdock was present to meet her old friends and the many Sisters who have become members since her last visit to the West.

The meeting was opened at 10 a. m. July 8 by Sister R. W. Newbill of Div. 104. A noon lunch was served in the banquet hall, and the afternoon session was closed by Div. 392; in the evening a reception and banquet was held in Lincoln Hall, Walker Theater Building, to which all engineers and their wives were invited. The drill team, composed of members from Golden State Div. 104, and Arrow Head Div. 392, put on their drill at 9 p. m., and to say it was good would be expressing it lightly. Under their leader Mrs. A. G. Livingston, I believe they were the best drilled 16 ladies I ever saw. After the drill sweet music was rendered by Arend's Orchestra, while all sat down to a banquet that would satisfy a king.

On July 9 the meeting was opened at 10 a. m. by the president of Div. 104. At noon another lunch was served, and the union meeting closed in the afternoon by the president of Div. 392, after which a reception was held in honor of Grand President Mrs. W. A. Murdock from 3 to 5 p. m., and in the evening a theater party was given to the visiting members.

On July 10, "the last day," a big picnic was given at Long Beach, the "Coney Island of California." A special train donated by the Salt Lake Railroad left their depot at 8:50 a. m. with seven coaches loaded with members and their families; dinner was served at 11:30 in the dining-room at the Majestic Dancing Pavilion, after which we were invited upstairs in the auditorium where we were addressed by the mayor of Long Beach, who by the way is an old railroad man, extending to us the use of the parks and beach front as long as we might stay in the city. After Mayor Windham's address Mrs. W. A. Murdock, Grand President, made a short address, setting forth the good work that the G. I. A. is doing to entertain the members of the B. of L. E., also making mention of a plan which if adopted would be of great help in raising a fund for the engineers' home at Highland Park. At the close of Mrs. Murdock's address we all made preparations to enjoy ourselves as each saw fit. There was bathing in the

surf, dancing in the pavilion, amusements by the score on the walk of the thousand lights, and best of all a trip on the bay from Long Beach to San Pedro, on the pleasure boat "Nelly," and out to the cruiser "Albany," which was anchored out in the bay. Captain Van-Ornam and Engineer Moody of the "Nelly" took great interest in explaining the working of the engines on the boat. At 5:55 p. m. our train pulled up to load and return us to our homes. In all, the day was very well spent with not an accident. On Sunday a trip to Mount Low, "Old Baldy," was arranged for those of the visiting members that cared to make the trip. The diversity of views is the wondrous charm of the trip. We started from the Pacific Electric Depot and passed through the city of Los Angeles, then along the foothills to Pasadena and out on the rising mesa to Altadena, then on to the Rubio Canyon, which is at the foot of the mountain or about 2,000 feet above sea level. From Rubio Canyon to Echo Mountain is made by an incline cable road 3,000 feet in length with a direct ascent of 1,460 feet. The grade of this piece of road starts at 60 per cent, is 62 per cent about half way up, then drops back to 58 per cent, and 48 per cent at the top. At Echo Mountain is situated the great World's Fair searchlight and the electrical machinery for operating the railroad, etc. From Echo Mountain to Alpine Tavern, or the top, is five miles and made by electric road that winds itself in and out up the granite sides of Millard's and Grand Canyon through the "Granite Gate" and groves of knotted oaks. At Alpine Tavern you mount a burro, to make the top a distance of three miles and an elevation of 1,100 feet; on this part of the trip one wonders how he will get down to the Tavern again, it being so steep that it seems almost impossible for the burro to make its way back down to the end of the trail. At the Tavern we took dinner, and after drinking in the pure balsam of the air and viewing the surrounding heights we started on our return trip down the five miles of electric road that contains 137

curves and 38 bridges, with the longest straight piece of track being 262 feet. With the trip to the mountains closing the last of the entertainments for the visitors we are ready to commence our journey home, but not until a vote of thanks was extended to those California Sisters who took so much interest in us to see that we had a good time while in that great city, Los Angeles, Cal.

Yours with kind remembrances,

MRS. L. S. FRANCIS, Div. 354.

Hamilton Union Meeting.

The Canadian union meetings have become so popular that they are looked forward to from year to year quite as much as the conventions are every second year. Those who attend once are drawn there again like flies to a molasses cup.

The welcome is so hearty and the pleasures are so many and varied that no wonder we respond to the call when Canada announces a union meeting. The one held in Hamilton in July was no exception, but in every way equal to those preceding it. I shall deal only with the G. I. A. part of the meeting, as I am sure some good Brother will write it up in full for Brother Salmons.

The meeting of the Sisters was under the auspices of Div. 297. When we take into consideration that 18 members compose this Division they deserve the greatest credit for the splendid manner in which all work was done.

The first day was given over to Division meeting with the President, Sister Pitt, in the chair. All the officers were in white and members of Divisions 161 and 368 from Toronto kindly assisted as floor members.

One candidate was initiated into Div. 297. At the morning session there were present Grand President Sister Murdock, Grand Vice-President Sister Cas-sell, Grand Treasurer Sister Bailey; Assistant Grand Vice-President Sister Mains, and Grand Sentinel Sister Gowl-ing, ten Presidents of Subdivisions, and 160 members from all points in Canada and the States. Calling the meeting to order Sister Pitt, President of 297, gave

an address of welcome in the following well-chosen words, which were appreciated by all present:

"Hamilton Auxiliary of the Brotherhood of Locomotive Engineers have delegated to me a very pleasant duty today, a duty that I count both a privilege and honor, that of extending to you a most cordial welcome upon the auspicious occasion of your visit to our city, the beauty and hospitality of which we hope you will most thoroughly enjoy during your stay with us.

"It is said 'we are known by the company we keep,' and might we not be as truly judged by the guests we entertain? If so, I am sure Hamilton may well be proud of those who now honor and grace our city.

"We welcome you in the first place for your personal worth. We may not know you individually, but nevertheless we are well assured that every lady visitor connected with our Order is a person of worth and so considered in the community from which you have come. So we welcome you personally.

"Again we welcome you because of the organization you represent and the noble work in which you are engaged in connection with it. I think I need hardly tell you that no words of mine would be adequate to express the high appreciation we have for the work in which we are mutually engaged and we esteem highly the workers for work's sake.

"We also welcome you because we believe your coming among us will be of great benefit to our Order; that a mutual interchange of thought will materially help our plans and purposes and inspire us to carry on our work with greater efficiency and zeal.

"And added to this general welcome to all, we have a special welcome for our friends over the line. We are glad our Auxiliaries know no geographical restrictions or international boundaries; that you under the "star spangled banner" and we under the "flag that has braved a thousand years of battle and breeze" are inspired with the same worthy object and animated with a kindred sympathy. So we give you a special wel-

come to the land where the rose, shamrock and thistle are intertwined with the maple leaf.

"In conclusion, as you have come to us full—full of good will, full of sympathy, full of experience, full of counsel—and as you will impart some of that fullness to us ere you leave, we would like in some measure to repay our indebtedness and send you away full of pleasant memories, full of encouragement, full of enthusiasm and strength to enable you to achieve all your high ideals and accomplish the noble purposes for which our Auxiliary exists.

"Again I bid you welcome to our city, to our homes and to our hearts."

After the greeting a regular Division meeting followed, and all ritual work well given. A noon lunch was served in an upper hall, which was beautifully decorated for the occasion. The flags of the two nations were in evidence everywhere, lovingly entwined. About 150 sat down to the feast, and an hour was spent in a pleasant manner, after which work was resumed. We found that 45 Divisions were represented at the afternoon session. To our consternation we found that at both sessions there were just 13 Grand Officers and Presidents on the platform. We were just a little afraid that the proverbial ill luck might result and that the platform might collapse from the great weight, as most of us thereon were far from being sylphs. In fact, we heard a noise from somewhere underneath the platform, but Sister Murdock quieted our fears by telling us they were reinforcing it. After which we felt relieved.

Sister Mains was the recipient of a beautiful silver and cut-glass fern dish from Hamilton Division, as a token of their appreciation for going to them from Toronto and drilling them in the work which they did so splendidly. They also presented the Grand President with a souvenir of Hamilton. A beautiful basket of flowers was sent in from Maple Leaf Division, ladies of the O. R. C. conveying greetings and best wishes to the G. I. A. These little courtesies from one Order to the other are always pro-

ductive of the good feeling which should exist between the wives of the men in all ranks of the railway service.

The following days were given over to pleasures and sight-seeing, and I am sure that I speak for others as well as myself when I say that all felt repaid for going to the Hamilton union meeting.

M. E. C.

Leave to God the Rest.

What is the use of sighing, be the weather dry or wet

What is the use of crying for things we cannot get?
Then help your fellow laborer to do his very best.
Strike manfully on till the goal is won, and leave to God the rest.

If you sow the seeds of a thistle you cannot expect a rose,

Remember then what seed you sow is the very plant that grows;

When you think upon your troubles just treat them as a jest.

Strike manfully on till your day's work's done, and leave to God the rest.

The tulip and the lily, they seldom have a care,
Yet search for them in season you will surely find them there.

They always seem so cheerful from heaven they must be blest.

They live each day in their simple way and leave to God the rest.

MRS. HENRY B. JONES.

Washington, Ind.

A Wedding Party.

Olive Branch Div. 265, G. I. A., of Savannah, Ga., were the happy recipients of an invitation to the wedding of Brother and Sister T. P. Swinford's daughter, Miss Kathleen Bell to Mr. Walter Glenn Gould, on Wednesday evening, June 16. The G. I. A. Division attended in a body this beautiful home wedding. As the clock marked 8:30 the bride and groom tripped in to the strains of the wedding march. The bride was handsomely attired in white silk and mull, and orange blossoms. The house was beautifully decorated in unison with everything for the happy occasion. The young couple received many handsome presents of cut-glass, silver and household furniture. Among them a beautiful wardrobe presented by the B. of L. E., and a handsome chest of silver presented

by the G. I. A. After the ceremony, which was performed by the Rev. John Wilder, refreshments were served, and later on the Sisters took their leave after wishing the young couple every happiness. The bride and groom were both of Savannah. The groom is a fireman on the A. C. L., and we hope to welcome him as a Brother in the B. of L. E. in the near future. They are at home to their friends now at No. 414 East Liberty street, Savannah.

SECRETARY.

Golden Wedding.

Saturday, July 17, Mr. and Mrs. A. M. Parmeter celebrated their golden wedding anniversary at their home in Burlington, Ia. The home is situated on the top of Prospect Hill, surrounded by a large lawn shaded with tall trees, under which was erected a large canopy tent filled with tables and chairs, profusely decorated with roses, sweet peas and Japanese lanterns. It presented a very picturesque scene, with a large company of relatives and friends bent on making it one of the happiest days in the lives of the bride and groom who 50 years ago started sailing on the great sea of life together.

To this couple were born 13 children, six of whom, with their families, were present, the other seven having passed to the great beyond some years ago.

At 3 o'clock the guests began to arrive and were received by the happy pair, who, in large easy-chairs, were seated near the center of the tent. They were assisted by Mr. Parmeter's only brother, Mr. F. K. Parmeter, a veteran Rock Island engineer of Cedar Rapids, and an only sister, Mrs. Mary Garette, of Elkhart, Ind.

At 6 o'clock could be seen tables arranged in banquet style, and covered with the many good things which appeal to the inner man, surrounded by the merry party, the center table having been reserved for the bride and groom, sons, daughters and a sister-in-law, Mrs. R. Parmeter of Elkhart, Ind., at their right and left. Sons, daughters-in-law and grandchildren assisted in serving.

After the banquet the guests, standing, formed a large square, where the bride and groom, followed by their three daughters as maids of honor, were ushered by their oldest son to the enter, where they were met by Mr. Robbins, Chief of B. of L. E. Div. 151, and Mrs. Sutherland, President of its Auxiliary Division 343. They were led to believe a second marriage ceremony was about to be performed, but instead Mrs. Sutherland, in behalf of the members of her Division, of which Mrs. Parmeter is a much loved charter member, presented her with a package tied with a yellow ribbon and containing \$25 in gold. Mr. Robbins likewise in behalf of Div. 151 presented Mr. Parmeter with a package which was an exact duplicate of the first. The bride and groom expressed their appreciation in a very touching manner.

Mr. Parmeter has always been a very staunch supporter of the Brotherhood of Locomotive Engineers and was the second man to join this Order in Iowa employed on the B. & M. road. He organized Div. 151, of Burlington, in 1868, and was its first Chief and is now an honorary member. He also assisted in organizing Div. 9 of La Porte, Ind.

This aged couple have, by their courteous and kindly treatment of all, won the love and respect of a very large circle of friends who wish for them many more years of health and happiness.

Mr. and Mrs. Parmeter were the recipients of many useful gifts aside from different gold coins amounting to \$300.

L. A. KINCH.

Children for a Song.

Among the deacons of a Presbyterian church in an Ohio town was a good old gentleman familiarly known as "Uncle Thomas." Although too deaf to hear, he was always in his accustomed seat at church, and his zeal in religious work was untiring. Owing to a shortage in song books in the Sabbath-school some additional ones were ordered by "Uncle Thomas," who apprised the pastor of their arrival, and the latter agreed to

announce the fact from the pulpit on Sunday morning.

The pastor made the promised announcement among others, concluding with this one :

"Parents wishing their children baptized will please present them at the close of the service."

The good deacon jumped to his feet and in the loud voice peculiar to the deaf bawled out, "Those who haven't one can get them at my house for 50 cents apiece!"

As "Uncle Thomas" and his wife had always been childless, this startling information almost broke up the meeting, and a wave of merriment swept the congregation that threatened to shake the church from its foundation.—*Exchange.*

Why He Hurried Away.

A supposedly confirmed old bachelor had lately fallen deeply in love and might be seen almost any day passing and re-passing the house of his lady-love. One day he picked up a small thimble which had suddenly rolled down the steps. He stood a while meditating on the beauty of its owner, and looking at the thimble lovingly. Then he pressed it to his lips, saying, "Oh, that it were the fair cheek of the wearer." As he finished he looked upward, hoping for a glimpse of her, but instead, from the second story window, a big negro woman looked out.

"Boss," she said, "please to toss up dat fible of mine. I wants to go on sewing."

THERE is something more than quiet humor in this paragraph printed at the end of the Opera House regulations:

"Any old ladies afraid of taking cold may keep their hats on."

Quaint Bill for Damages.

A claim for damages against a railroad company is so often a license for exorbitant charges that a similar bill, such as was received by an American railroad company many years ago, even apart from its humorous aspect, is refreshing. It ran as follows :

The ——— and ——— Railroad Company.
To John Smith

Dr.

July 19, 1887.—To running your Locomotive into my wife; as per Doctor's bill for curing her.....	\$10 00
To smashing band-box and spoiling her hat.....	3 87
To upsetting my wagon and breaking it....	35 00
To hurting me.....	5 00
	<hr/> \$53 87

There is authority for stating that the claim was paid immediately.

AMONG the things which are preserved for exhibition in the museum of the Dead Letter Office at Washington, are some sets of false teeth. Some time ago an old man and his wife on a visit there were examining the curiosities.

After looking at the teeth, the man went to an official and asserted that one of the sets belonged to him, and that it had been lost in the mail.

He was allowed to put the teeth in his mouth, and they fitted perfectly. They were handed over to him, and he went proudly away.

The Small Boy in the Country.

A Perry mother sent her small boy to the country, and after a week of anxiety received this letter: "I got here all right, but I forgot to write before. A feller and I went out in a boat and the boat tipped over and a man got me out. I was so full of water that I didn't know anything for a long time. The other boy has to be buried after they find him. A horse kicked me over and I've got to have some money for fixin' my head. We are going to set a barn on fire to-night, and I should smile if we do not have some bully fun. I am going to bring home a woodchuck if I can get him in my trunk."

Fashion Notes.

The substitution of pillow-cases for suit-cases in traveling has never reached the ultra-fashionable sets.

Women are still getting off the car backward, right hand holding to stanchion. For several seasons this plan has

seemed about to be abandoned, but its popularity has been underestimated.

Cold chicken and apple pie are still much worn on picnic tables. Red ants are now used almost exclusively, instead of the popular black ones of last year, for trimming the layer cake and veal loaf. A picnic waist without a measuring worm on the sleeve and a mulberry stain in the middle of the back is de trop this season.

Bathing suits will not be worn any shorter this year, although the short ones have been worn longer than they should be. They cannot be worn shorter until the laws are changed. The present ones are barely adequate, and permit about 98 per cent of the wearer to protrude. — *Press Post*.

Sorrow Necessary.

No words can express how much the world owes to sorrow.

Most of the Psalms were born in a wilderness. Most of the epistles were written in a prison.

The greatest thoughts of the greatest thinkers have all passed through fire.

Take comfort, afflicted Christian!

When God is about to make pre-eminent use of a man, he puts him in the fire.

Union Meetings and Schools.

The Grand President will visit the following localities in September holding union meetings and giving instructions as needed:

With Div. 38, Hoboken, N. J., September 3, by special invitation.

Union meeting in New York City, 12th Ward Bank Bldg., Lexington Bank Bldg., September 9, under the auspices of Div. 201.

With Div. 88, Albany, N. Y., September 11, by special invitation.

Union meeting and school September 14, at Portland, Me., with Div. 259. All Grand Officers are especially invited. All Sisters are urged to attend.

Union meeting and school at Springfield, Mass., September 17, under the auspices of Div. 61.

Union meeting and school September 20, at Syracuse, N. Y. For particulars address secretary of Div. 292.

Union meeting and school September 23, Buffalo, N. Y. For particulars address secretary of Div. 79.

Union meeting and school September 25, at Greenville, Pa. For particulars address secretary of Div. 319.

Notice.

The four Buffalo G. I. A. Divisions will unite in holding a school of instruction on September 23, at Odd Fellows' Hall, 385 Ellicott street.

They cordially invite all Sisters who can make it convenient to attend this meeting. The Grand President will be with us to give a welcome to all who come.

Division News.

WHILE cleaning out my desk the following letter was unearthed and I find that it was not used when it should have been. This was not intentional and asking the New Haven Sisters to accept this explanation, will insert it at this time. "Better late than never."

EDITRESS.

AFTER the installation of the officers of Div. 177, on January 14, we spent a social hour and served refreshments in honor of our retiring President, Mrs. R. H. Osmond, who was presented with a Past-President's pin, and also a nice set of furs by the Division in appreciation of her faithful work for the good of the Division for the past two years, which she acknowledged with a few graceful words of thanks.

We give a whist on the 17th and hope to make this a successful year.

PRES. OF DIV. 177.

LONE STAR DIVISION of Big Springs, Tex., is a small Division, but a busy one. We have our regular meetings twice a month, and the faithful few are always there. We hope to pass a good inspection and think we will be ready to see Sister Oland when she comes and will

try to give her a pleasant time. With best wishes to Sister Divisions,

PRES. DIV. 90.

IN response to an appeal from the Railroad Men's Home true fraternalism was demonstrated by the members of Gem City Div. 93 of the G. I. A. to the B. of L. E. of Dayton, O.

As the treasury was drained by the purchase of a piano, the ladies decided to give a euchre. As they did not want to incur any debts in the renting of a hall or the buying of prizes, Mrs. Harry Roll very generously offered her beautiful and spacious home on South Ludlow street for this occasion.

Mrs. Thomas Fleming as chairlady of the committee ably assisted in soliciting the eight handsome prizes. About 50 or more guests enjoyed Mrs. Roll's hospitality, and a neat sum was realized for this charitable purpose.

While Gem City Div. 93 is very small in number it is very energetic. SEC.

WHILE not having been heard from for some time the members of Bradford Division 200, North Platte, Neb., have not been idle. A Division of the G. I. A. to the B. of L. E. was organized April 1, 1897, just 12 years ago. There were 16 charter members. The names are: Mrs. B. E. Norton, L. J. Clark, M. E. Dolson, F. L. Douglas, M. Dill, E. Crusen, N. Fonda, F. J. Stuart, C. W. Baskins, C. F. Tracy, I. Fikes, J. M. White, S. E. Strahorn, E. S. Bonner, A. Smith, and Ida Tarkington.

At the present writing we have 45 members and with the leadership of Sister Flynn we feel that we are bound to prosper.

When our beloved Grand President, Sister Murdock, visited us in May she was entertained at the home of Sister Douglas and the reception in the evening was largely attended and a program of music enjoyed, after which refreshments were served. We are now arranging for a public ice-cream social to be given for the benefit of the Highland Park Home, at which we hope to realize

quite a sum of money for this worthy cause.

If any little love of ours
Can make one life the sweeter,
If any little care of ours
Can make one step the fleetier;
If any little help may ease
The burden of another,
God give us love and care and strength
To help along another.

Yours in F., L. and P.,
MRS. MINNIE PERKINS.

North Platte, Neb.

RENOVO, PA., is a little town of 5,000 inhabitants, a typical railroad town, the extensive shops of the P. & E. division of the Pennsylvania Railroad being located here. The valley is very narrow and is surrounded on all sides by very high mountains, a spur of the Alleghanies. On April 21 an Auxiliary to the B. of L. E. was organized by Sister Houser of Sunbury, assisted by other members of her Division. Too much praise cannot be given to these ladies who braved "April showers" (which in this case were a steady down pour) and left home at 5 a. m., taking the long ride from Sunbury to Renovo, and being in session from 10 until 6, with the exception of the noon hour, and anyone who has drilled an "awkward squad" knows how fatiguing it is.

In the evening the members of Div. 465 gave a reception and banquet to the newly organized members of Mountain Town Div. 251, their husbands and guests, 38 covers being laid. Mr. J. W. Sheldon, road foreman of engines, being the honored guest. A delightful evening was spent. On June 2 an invitation was given by 251 to the members of Sunset Division asking them to again make a visit. The President, Insurance Secretary and three others accepted, a very pleasant session was held and more instructions given. The Renovo Division was then invited to return the visit, and seven ladies responded. Were met at the train by a committee of twice their number, denoting the whole-souled hospitality of the people. First the guests were given a trolley ride crossing the Susquehanna, which is broad and beauti-

ful at this point and visited the new park of which the Sunbury people are justly proud.

After dinner at a cafe they went to the Division room, which is furnished in a complete and sumptuous manner. A finely toned piano, dainty curtains, comfortable chairs, rugs, dishes, etc., being the gift of the Auxiliary. It was a revelation to see the work done in such a thorough and graceful manner, the Division having all the necessary aids for the same. Their membership numbering over 100. A frightful electrical storm almost prevented the ladies getting to the station for their return trip. Mountain Town Division was started with 21 charter members, two others having since joined. And still there are "more to follow." B. H. W.

VESTA Div. 142, Derry, Pa., held their regular meeting Thursday, July 15. After the transaction of business we celebrated our 17th anniversary at the home of Sister Bridge. After spending an hour or so in her cosy home, and the afternoon being an ideal one, we were invited to the lawn where Brother Bridge gave us a hearty welcome, and made us feel the lawn was ours for the afternoon and evening. The occasion was most merrily pleasant. The afternoon was spent in bright conversation and sparkling wit. Each Sister came well provided with all kinds of dainty refreshments. A very sumptuous feast was a fitting climax to a perfect day of pleasure, to which all did justice, for we were a hungry set of women. After extending Sister Bridge a vote of thanks for her kindness all departed for their homes, declaring they had spent a most enjoyable afternoon and evening. Yours in F., L. and P.

PRESIDENT OF VESTA DIV.

ON the 15th of July, Virginia Div. 228, Richmond, Va., gave an excursion to Buckroe Beach. It being the first excursion they had given in several years, it was endeavored to have this one an exceptionally good one.

The train left Main street station at 8:15 a. m., and there were over 300 on board. We arrived at Buckroe at 11 o'clock.

The day was fine and the breeze from the old Atlantic was delicious. Buckroe Beach is one of finest places for an outing of this kind, as it has all the facilities for one to entertain oneself, especially the fine bathing. There was also dancing for those who cared to participate. The orchestra was taken from Richmond, and the music was splendid.

Then there were the donkeys to ride,

and several of the ladies grasped the opportunity to show their horsemanship. And of course the picture man came in for his share of the profits.

A great many people had their little parties and spread their lunches on the tables in the pavilion, and a jollier crowd would be hard to find.

There was a restaurant where one could get a good sea food dinner, of which a great many partook.

July 15 will always be remembered as a gala day for the ladies, and all of those who accompanied them. It was a success in every way, financially as well as socially.

The ladies wish to thank the different Brotherhoods, 561, 26 and 321 who assisted them and endeavored to make the excursion the success that it was.

The train left Buckroe for home at 8 o'clock. A happy but tired crowd left Main street depot for their respective homes, all anxious for the next G. I. A. excursion.

ON the evenings of July 6 and 7 Div. 377, New Orleans, had the pleasure of having our Fourth Assistant Grand Vice-President, Sister J. R. Crittenden, with us to pay us an official visit and instruct us in drills. The form of public installation was well practiced with both opening and closing drills. We had a joint meeting with Minerva Div. 305, and quite an enjoyable time was had. After the meeting we had a fine supper served in the lower hall, which was prettily decorated with flags, flowers and ferns. Our Brothers were there to meet us, and a general good time was had. All expressed their pleasure and hoped to meet soon again.

Div. 306 won the sofa pillow raffled.

SEC. DIV. 377.

WHILE you have not heard of Div. 64, Altoona, Pa., for a long time, we are still navigating. On July 30 we were 19 years old, so we celebrated it in the following manner:

Our 19th anniversary or "basket picnic" held at Lake Mont Park was very much of a success. There were not so many Sisters present in the morning, but in the afternoon and evening there were 35 or more G. I. A. ladies accompanied by their families, and a number of the Brothers present. There were also a number of engineers' wives there who were not G. I. A. Sisters.

The weather was ideal, and while there was no special program prepared for the occasion the amusements at the park are indeed plentiful, and the music the Italian band rendered was not to be criticised.

Last but not least, from 5 o'clock until about 8, or until after the electric lights were lighted, you could see many tables loaded down with such appetizing things that would be pleasing to the palate of a king, and all prepared by Sisters of Div. 64, who are noted for being fine cooks. While everyone enjoyed the supper very much I think the Brothers enjoyed it most, some of the Brothers were actually guilty of storing away six and seven cups of coffee, and then asked if they had had their share, but it was so rich and good they could not help it. The evening was spent enjoying the amusements, listening to the band, going to the theater, and having a good time in general. Bro. William Crawford, who always has a number of good stories on hand, amused the crowd, and by the hearty laughing digested our splendid meal.

Later we all returned to our homes, much pleased with our 19th anniversary or "basket picnic," and it is to be hoped that each year, as we grow older, they will be more and more of a success.

SEC. DIV. 64.

On Tuesday, May 3, Mrs. W. S. Hemphill, the much loved President of Cotton Belt Rose Div. 197, Tyler, Tex., most pleasantly entertained the members of the G. I. A. She was assisted in receiving by her charming daughter, Miss Katie. The home was made especially attractive on this occasion by beautiful clusters of cut flowers. The pretty dining-room was decorated with vased flowers and potted ferns. The table was daintily set with doilies, and upon the center rested a beautiful floral basket of "Helen Gould" roses interspersed with ferns. The elegant menu was served in several dainty courses.

June 9 being our charming Past-President Mrs. John Hale's birthday, the Sisters proceeded to give her a surprise party. They met at the hall and marched in a body to her beautiful home, each one carrying delicious refreshments. The afternoon was one of conversational pleasure. Our Chaplain, Mrs. H. S. Reynolds, on behalf of the G. I. A., presented Sister Hale with a beautiful hand-painted china berry set. After wishing her many happy returns of the day, each departed declaring it was good to have been there.

One of the most important events of the summer was the union meeting held at W. O. W. Hall, August 4, when the members of the B. of L. F., O. R. C., B. R. T., machinists and boilermakers were delightfully entertained by the B. of L. E. and G. I. A. A splendid program was beautifully rendered. The piano selections by Misses Grace Higby, Katie Hemphill and Helen Cooney were

well executed and enthusiastically received. Mr. Sam Taylor and Miss Higby gave a delightful vocal duet, "Tell Mother I'll be There," which showed off to great advantage the pleasing qualities of their rich voices. The instrumental duet by Mrs. S. Lanford (our musician) and daughter, Della Myrtle, was all that could be desired. Little Miss Carrie May Lanford delighted all present by singing "Smarty," as only this little Miss can sing. Little Ruby Higby, 5 years old, gave a pretty solo. This little girl has a good voice and greatly pleased her audience. After a splendid talk by dear old Bro. "Dad" McCool, delicious ice-cream and cake were served. The singing of "God be With You Till We Meet Again," and a prayer by Brother Verner, ended this delightful occasion.

MRS. JNO. T. EDINGTON, Cor. Sec. 197.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., Sept. 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than August 31, 1909.

ASSESSMENT No. 475.

Roanoke, Va., June 28, 1909, of pulmonary hemorrhage, Sister Annie K. Peters, of Div. 331, aged 45 years. Carried one certificate, dated Feb. 26, 1908, payable to Martin Peters, husband.

ASSESSMENT No. 476.

New Franklin, Mo., July 10, 1909, of cerebral hemorrhage, Sister Viola Aspelmier, of Div. 271, aged 46 years. Carried one certificate, dated May 19, 1891, payable to Fred Aspelmier, husband.

ASSESSMENT No. 477.

Chicago, O., July 13, 1909, of appendicitis, Sister Annie Dorain, of Div. 192, aged 44 years. Carried one certificate, dated Feb. 27, 1909, payable to William and Delphos Dorain, husband and son.

ASSESSMENT No. 478.

Port Jervis, N. Y., July 19, 1909, of disease of heart and liver, Sister Annie Fox, of Div. 66, aged 54 years. Carried one certificate, dated July 4, 1903, payable to Claude R. Fox, son.

Members will pay their Insurance Secretaries on or before Sept. 30, 1909, or be marked delinquent; and in order to restate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 477 and 478 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 453 and 454, 7.079 in the first class, and 3.196 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.
MRS. JENNIE E. DOOMER, Sec'y and Treas.,
1509 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

Question: What was the matter with this driver brake? Some time ago I had charge of an engine leaving a terminal with 30 cars and set off at different places, going into other terminal with 15 cars. Every time brake was set during entire trip, as soon as brake valve was "lapped" driver brake would release through triple, but tank brake would remain set.

On arrival at terminal and engine on pit both driver and tank brakes remained set while I inspected engine and attended to usual duties before leaving.

I know what was done to this brake and it worked O. K. on return trip, but even the repair man who did the work could not tell me what caused the trouble. So far, I have found no one able to explain this and thought perhaps it might be of interest. Driver brake piston travel 7.

E. R. L. D.

Answer: Our Brother says that he knows what was done to this brake and that it worked O. K. on the return trip. That implies that he knows what was the trouble.

If the driver brake released when he lapped the brake valve and the brake cylinder air came out of the triple valve exhaust, it is a sure sign that the triple valve moved from application to release position each time. The most usual cause for this operation is a leaky graduating valve that will allow auxiliary reservoir air to flow into the brake cylinder past the leaky valve after the valve has moved to close the port. This leak will reduce the auxiliary pressure below that of the brake pipe so that the triple piston will move toward release position. Sometimes the slide valve will stop as soon as it has lapped the application port. Usually it moves far enough to open the exhaust port, as in the case mentioned.

There is another cause for this action of a triple valve. If the piston packing ring is fitted very tight so it takes considerable force to move it down, it may go clear down and open the application port wide. This, of course, will allow the auxiliary to equalize with the brake cylinder and reduce the auxiliary pressure much below that of the brake pipe, and the brake-pipe pressure will move the triple piston and slide valve to release position very promptly. If the triple is dirty and gritty it will cause it to stick and not move smoothly. This erratic action of the triple is only seen with a partial service reduction, as with a full service reduction the triple piston comes down and stays down.

While braking with a train it is certain that a gradual reduction was made and the triple released the brake every time. When on the cinder pit it is very likely that a full application was made and the leaky graduating valve would cut no figure, unless the air could leak out of the brake cylinder and reduce the auxiliary pressure the same as a leaky bleeder.

I have seen a plain triple valve act that way for an entire trip and then have the grit work off the seat of the graduating valve so it was O. K. again.

As this question speaks of the *triple* it is certain that the distributing valve of the ET brake is not meant in this case.

Question: What is the extra auxiliary reservoir attached to the triple valve on our large passenger coaches and sleepers used for? In some cases the stop cock in the pipe leading to them is closed.

R. F. D.

Answer: The extra reservoir that you see is likely to be the supplementary reservoir used with the type L passenger triple valve. It is more than twice as large as the regular auxiliary and is used to make the triple valve release part of the air in the brake cylinder and then close the exhaust port, not exactly a graduated release, but more of a "step-down" reduction of cylinder pressure. It is also of service at the time of an emergency or quick-action application. The volume of this large reservoir added to the regular auxiliary will raise the

brake cylinder pressure up to within 5 pounds of the standard brake-pipe pressure. Thus, with 100 pounds brake-pipe and auxiliary pressure, with this triple valve and its two auxiliaries, we can get with a quick-action application about 95 pounds cylinder pressure, more than we can get with the High Speed Brake with 110 pounds.

With this type of triple valve 90 pounds brake-pipe pressure will get plenty to hold any ordinary train.

With the type L triple valve, the air in the large supplementary auxiliary is cut off from the other auxiliary and brake cylinder at the first move of the triple valve, so it is in a manner bottled up till it is needed. If it had 100 pounds pressure in it at this time it will hold the 100 pounds till the triple valve goes to release or goes into quick action. If after making a brake application the engineer wishes to let some of the air out of the brake cylinder and catch the rest and hold it there, he moves the brake valve to charge up the brake pipe, say 5 pounds, and then laps it to prevent the brake-pipe pressure rising any higher. If this raised the brake-pipe pressure from 80 to 85 pounds, with 80 in the regular auxiliary, the triple piston and valve would move over to release position and air from the brake cylinder would flow out. With the old-style triple all the air would flow out, but with the type L triple as soon as the triple valve got to release position the air in the supplemental auxiliary at 100 pounds would begin to flow into the regular one having 80 pounds. Just as soon as the pressure was raised above that in the brake pipe at 85, the triple would move back and close the exhaust so more air could come out of the cylinder. Another recharge of the brake pipe would move the triple and let another lot of air out of the cylinder; so, you see with this triple valve you could let the brake-cylinder pressure down a step at a time, just the same as it is built up when making a graduated application.

As soon as the triple valve moves back to stop the exhaust of brake-cylinder air it also closes to port from the large aux-

iliary to the regular one and holds the air in the large one.

The question is always coming up about a plain triple getting out of order so that the train brakes work quick-action, although there is nothing about a plain triple valve that will reduce the brake-pipe pressure suddenly and "touch off" the next triple valves.

In a recent case of this kind where the plain triple was blamed for bad work, it was taken off for repairs and the brake not used. It was then discovered that the flange on the pipe leading from the brake valve to the brake-valve reservoir was broken and leaking badly so that when making a service reduction the pressure in chamber D dropped too fast. With a two-car train they would get quick-action.

When it is supposed that a plain triple valve is to blame for undesired quick-action look for other troubles first.

Question: Does a locomotive air pump work steam full stroke? If so, is this economical?
R. F. D.

Answer: Yes. If the steam did not follow the steam piston clear up to the end of the stroke it would stop when the steam was cut off and would not compress all the air in the air cylinder into the main reservoir. The air left in the clearance space between the air piston and the cylinder head would not only fail to go into the main reservoir, but when the piston starts back it expands and prevents a like volume of atmospheric air from coming into the pump. This reduces the capacity of the pump without saving much steam. The steam and air pistons should move as close to the heads as possible without actually striking.

The compressors used in stationary plants have crank connections that make the travel of the air pistons very exact. The heavy fly-wheels carry the pistons to the end of the stroke after the steam is cut off and are very economical in the use of steam.

Compound pumps for locomotive service are more economical than simple ones, as there is less air lost in the clearance space. The Westinghouse 8½

cross-compound air pump is the best example of this class.

Economy of steam was not in the early days of the air-brake art as much of an object as a pump suited to the requirements of locomotive service that would stand the work and be easily handled.

Question: Why do the air-brake companies continue to use a cupped leather packing for the piston in the brake cylinder? It would seem that in this age of improvement a metallic packing could be devised that would be better all around than a leather packing. A. M. C.

Answer: A good many kinds of metallic packings for air-brake cylinders have been tried in this country and in Europe, but none of them have been successful enough to supplant the leather where the cylinder does not get hot and burn out the leather, as is the case with a driver-brake cylinder fastened to the fire-box. Where it is kept cool, leather will last a long time and keep tight if the pores of the leather are filled with a good grease so the air cannot work through.

To get a good idea of the leaks past metal packing for this purpose take a look at an American Steam Brake. These pistons are well put together but leak considerable steam.

For instance, a triple piston packing-ring is usually very carefully fitted and ground in to a bearing against the walls of the cylinder, but it allows considerable air to get past it. When blocked in mid-position and standard pressure against the train-pipe side it will allow air to pass it and charge the reservoir at the rate of 15 pounds a minute.

A metal ring must have a joint in it to allow it to expand as it wears. These joints always leak. A leather packing expands and needs no cut joint.

Safety Ash Pan.

BELLEVUE, O., Aug. 3, 1909.

EDITOR JOURNAL: The ash pan question seems to be a rather live one these days. To the notoriously conservative railroad manager the matter of changing the type of ash pans, or anything else for that matter, does not meet with

favor in his eyes. That the order to make the change comes from the national government rather aggravates the case.

But, it is nevertheless true that blessings are sometimes forced upon us. Witness the air brake for example. The railroads fought against the efforts of the law makers to force the general equipment of engines and cars with automatic air brakes, but they failed, and today we are running trains fully equipped with air all over this land, thereby adding not only to the safety of the traveling public and employees in railroad service, but to the capacity of the railroad in the matter of handling traffic as well, due to the more prompt movement of trains.

While no such results are likely to follow the change in ash pan design, it is safe to say that it will not be without its measure of gains. The fact that the fireman or other person who cleans an ash pan is afforded more protection against injury is in itself reason enough to justify the existence of the law, for statistics show the number of killed and injured due to the old method of cleaning ash pans is such as to warrant serious consideration of the matter on the grounds of economy itself, aside from the humane side of the question, for the expense of meeting personal injury claims represents a tax of no small proportions to the average railroad, but there is another angle from which this question should be viewed to do justice to it—that of service of the power.

Since the introduction of the large modern engines having fireboxes above the frames and very capacious ash pans, it has grown to be the practice to carry the ashes and fire that fall into the pan over the division without cleaning. The department of maintenance of way desires it, for piles of ashes here or there mar the beauty of the right of way. The transportation department desires it, for they deem it a waste of time to delay a train long enough for the fireman to clean the pan two or three times over the division, and the motive power department moving, as by the natural law, in the direction of least resistance,

submit to the imposition forced upon it, with the result that the expense of maintaining ash pans is not only increased four fold by reason of their burning up on the road and being hammered to pieces by the pit track force in their efforts to clean them out at terminals, but the number of engine failures that result from not cleaning pans on the road must also be given weight in connection with this subject.

When the practice of cleaning pans is discouraged, if not absolutely prevented, the only thing left for the fireman to do after the ash pan has been filled with refuse from the firebox is to allow the refuse that accumulates after that to remain in firebox. The master mechanic may say, "Oh, when your fire needs cleaning you should clean the ash pan," but when the pan has been allowed to fill to a depth of three or four feet, most of which is often in solid clinker, a tired fireman who has probably shoveled half a car load of coal up to that time is not going to clean that ash pan even if he had strength to do it, and the fretful train dispatcher would stand for the long delay. So, what is the result? Why, the engine fails for steam during the remainder of the trip. If the flues begin to leak she is likely to fail absolutely and have to be towed in. This state of affairs has become so general that it is now accepted as one of the unavoidable evils, when in fact, the preventive is easily applied.

It would seem the proper thing for the motive power department to assert its rights in this matter, or that the traffic department would come half way seeking to eliminate a large percentage of the engine failures that can be easily traced to neglect to keep ash pans and fires in proper condition for the most perfect combustion of fuel, so that the power may be enabled to handle its tonnage at the finish as well as at the beginning of the trip.

It would seem as though the different departments would get closer together on a matter of this kind that involves questions of safety, economy, and prompt dispatch of traffic, and remove all im-

practical restrictions in the interest of the general welfare of the company.

Fraternally yours, JASON KELLEY.

Electric Headlights.

OPELOUSAS, LA., Aug. 9, 1909.

EDITOR JOURNAL: Since some of the Brothers have expressed themselves, some for, and some against, the electric headlight, I beg to submit my opinion on this subject.

Frankly, I cannot conceive the why any engineer can oppose the use of electric headlights, unless it be solely for the reason that they are satisfied "to be kept in the dark."

When injectors supplanted the old-style pump and pet cock, many engineers sent up a "howl" and condemned the new device; but it required only a short period to prove the injector's superiority.

The lubricator was condemned at first simply because it was "something new;" but who would revert back to the old style tallow cups on the steam chests? Some even went so far as to disapprove of air brakes, being satisfied with the old style use of hand braking with the use of a club. Pray tell me how would such methods do now? The inside connected engine, the hook motion, the plain slide valve, the hand brakes, the "steam jam," and many other things of "ye olden times" were all good and well then, but this is a progressive age—a progressive people. Those things are obsolete, and more modern, up-to-date appliances have taken their place.

The electric headlights are among the new devices, although they have been in use for several years. In my opinion, they are among the most important, up-to-date improvements we have. Where in use they supplanted in most cases the oil burners. I have used all kinds of headlights and am glad to say, give me an electric headlight any and at all times. I almost believe an engine equipped with one could be termed a "preferred engine." They are easily kept in repair by just a little assistance from the engineer and *you have a light*. If from any cause you are unable to get it to work and are

in the dark, you are about as well off as the average man using an oil burner, for a large per cent of oil burning headlights are sadly neglected and badly abused, and frequently give but little light and in many cases none at all.

The most essential things to look after with an electric headlight are: Keep it free from condensation by leaving the drain cocks open when not in use; keep the commutator clean; see that the brushes fit evenly; keep the crust or scale from point of electrode, and adjust the tension spring loose enough to prevent light from going out while engine is standing; keep the main shaft lubricated sufficiently; see that all screws are tight and if wires are properly insulated. You can depend on having a light—not a “flicker” or a “lightning bug.”

Some of the states now have laws requiring electric headlights. Others are making tests with the view of passing similar laws. Really, I wish it was a national law. They are a little expensive, it is true, but they pay for themselves in actual savings in dollars and cents, and you can see and be seen in time to prevent many accidents which with an oil “glimmer” would have been unavoidable.

QUESTION.

With throttle to air pump closed, the exhaust entering the steam way of the cylinder saddle, engine equipped with a New York duplex pump, would or could steam reach the steam heads, steam chest bushings or slide valves of the pump by simply reversing the engine to make a stop?

CALCASIEN.

Frisco Air Puzzle Solved.

OKMULGEE, OKLA., Aug. 15, 1909.

EDITOR JOURNAL: My air brake puzzle in the July JOURNAL was correctly answered by both Bro. John Quinn, of 721, and Bro. “Calcasien,” of Opelousas, La.

The hose on this car was old and somewhat pliable and when train parted the hose flew back and wrapped itself around the trainline pipe and coupling was fastened between the air pipe and drawed timbers, and air could not pass through it. A. T. EKSTROM, Div. 445.

Rules to be Understood by All Alike.

At the convention of the Train Dispatchers' Association at Columbus, F. C. Dow (C., B. & Q., Sheridan, Wyoming) read a short but useful essay on the uniform understanding of train rules. He said, in part:

“Often new instructions are issued to prevent the recurrence of an accident where insistence upon conformity to the original rule, disregard of which caused disaster, and a clearer understanding of its purpose and better interpretation of its language, would be all sufficient to produce intelligent obedience. Nothing can be more of a relief to a superintendent than knowledge that his employees will all act alike and with perfect understanding in any contingency.

“One road will have a set of rules that are the latest standard; another, an unrevised standard, and still others that never were standard; and yet they are all operated safely because all of the employees on each road understand and and work as one, as far as the operation of rules is concerned. Perhaps we might go so far as to say that a staff of men uniformly and thoroughly educated in certain methods, could maintain safety without any printed rules; even superintendents of divisions of one system may differ as to the meaning of a rule, or the application of it. This is dangerous. There are cases where the superintendent would not go on record, and evade giving a decision, in certain cases, but would get around it by issuing special instructions through other channels, that quieted the matter for the time being, but left the thing still open and ready for another argument when the same conditions again arose.

“We should unite in an endeavor to make our part above criticism in the respect that the dispatchers in an office all work alike, and not have one construing a rule one way and another another way. Differences of opinion as to construction of rules should be promptly submitted to the proper officer, and a ruling obtained, which, when obtained, should be strictly conformed to.—*Railway Age Gazette*.

Electrical Railroading.

BY ELWOOD GRISSINGER.

PART XLI.

A typical set of curves showing the performance of a variable speed induction motor is submitted as Fig. 1 of this article. The principal difference noted in these curves as compared with the curves of a constant speed induction motor forming a part of the article appearing in the July number is that of the speed. The speed curve of the last named as shown by the diagram was almost a uniform straight line, whereas for the present case, it is a variable curve line running from synchronous speed at no load on the motor to a zero speed for such a load upon the motor as is represented by maximum torque.

A glance at the speed curve in Fig. 1 will show that the maximum torque with full normal voltage delivered at the motor terminals is approximately 150 pounds at 1 foot radius. As the speed upon this motor increases, the torque decreases, being as shown about 128 pounds at half speed or 630 r. p. m. (the curves are plotted for a 60 cycle, or 7,200 alternation 6-pole motor). The brake horsepower developed by the motor at 120 pounds torque is shown by the curve to be 15 horsepower. If this motor were connected to a hoist which were carrying a load which can just be raised by a torque of 80 pounds, and if the motor be directly connected to the circuit of normal voltage, then the speed of the motor would increase quickly, as the torque of the motor is greater than that required to raise the hoist, until a speed of approximately 880 were reached, when the motor would continue to lift the load at uniform speed.

If the voltage delivered to the terminals of this class of motor be reduced below normal (assuming that normal terminal voltage is 200 volts), then the torque of the motor would be reduced at all speeds. If the voltage were reduced to 100, i. e., the terminal voltage reduced one-half, then the starting torque and the torque at all speeds will be reduced to one-fourth of the value they

would have at full voltage. In the case of the performance curves for the motor shown in the figure, the starting torque would be reduced from 160 pounds to 40 pounds and the torque at 1,050 r. p. m. would be reduced to approximately 10 pounds. In this connection it is to be recalled that the torque in pounds is referred to the explanation of the same with respect to the Prony brake testing described in the July number.

The speed curve shown in the figure is that speed curve drawn for the conditions of full and normal voltage delivered to the motor terminals. The motor will show variable torque at variable speeds when this constant voltage is applied. A second curve could be drawn in showing the performance of the motor as to speed, torque, etc., when one-half of the normal voltage were applied to the motor terminals. The same is true for other voltages applied. It so happens, therefore, that by virtue of the ability to deliver different voltages to the motor terminals, a wide range in motor speeds and corresponding torques can be obtained. If we were to draw the usual 200-volt speed curve and in addition thereto, a 100-volt speed curve, it would be possible to determine just what torque and speed could be obtained for any intermediate voltage. In general, the torque at reduced voltage is proportional to the square of the voltage. At .9 of normal e. m. f., the torque will be .81 of the torque at normal e. m. f. At .8 normal voltage, the torque will be .64, etc.

The general characteristics of constant speed motors were noted in previous articles. In comparison with those, it is to be observed with the curves shown herewith, that the efficiency of the variable speed induction motors is somewhat less than that of the constant speed types, as the drop in speed or slip of the motor is greater. The element of the variable speed motor having a high loss is the secondary. There is considerable heat generated in this part of the motor as a result of operation, but this does not injuriously affect the motor. The efficiency is always less than the ratio between the

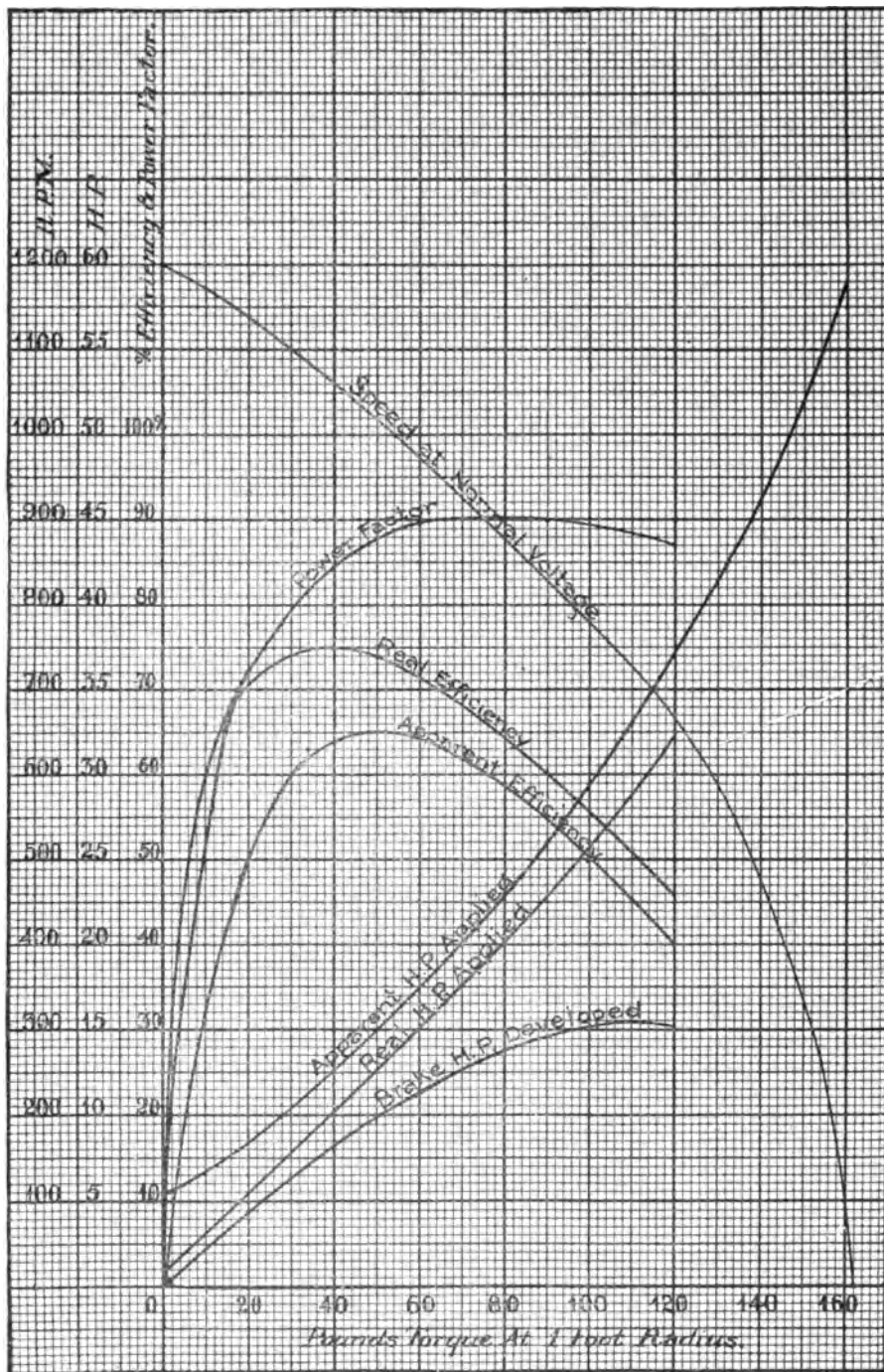


FIG. 1.

actual speed and the no load speed of the motor, and therefore wherever practicable, it is desirable to design cranes or hoists so that the greater part of the work of the motor is done at a high rather than a low speed of the motor. Thus at one-third speed of the motor, the efficiency is less than 33 per cent, and the motor would therefore heat up very rapidly as well as requiring a large current from the system of supply. It may be said that the efficiency of such a motor at different loads is very similar to the direct current shunt-wound motor in which the strength of the shunt field is kept uniform and the variation in speed is obtained by inserting variable resistance in series with the armature circuit. In this case, one-third speed of the motor would be shown when a resistance were inserted in series with the armature sufficient to cut down the voltage delivered to the armature to one-third of the normal value, when two-thirds of the energy would be dissipated in the resistance in the form of heat and the efficiency of the motor would be reduced as a result to less than 35 per cent.

The current required from a generator for the operation of a Variable Speed Induction motor is the same within approximate limits for a given torque independent of the speed of the motor. The current at 100 volts delivered to the motor when the motor develops a torque of "X" pounds at 400 r. p. m. is approximately the same as the current at a little over double the speed and developing the same torque but at 200 volts across the motor terminals. The current in the motor will be twice the value of the current in the line when the voltage across the motor terminals is reduced by means of auto-converters or compensators from 200 volts or normal to 100 volts or one-half of normal voltage. The starting current of a Variable Speed motor for developing "X" torque is a little greater than the current for developing the same torque at higher speeds. If the normal e. m. f. of the motor is 200 volts, then the current in each phase of the motor will be one-half of the value it would have at a voltage 100 volts. If the motor were

a three-wire two-phase motor, the current in the middle wire would be 1.14 times the current strength in either of the outside wires.

In general, the requirements to be attained in determining what motor to use for a specific case are that the motor shall work at its maximum efficiency, start with a minimum current and operate without overheating. If the motor is to be used for the operation of an elevator or a hoist or for that class of service where it may come to a definite speed and work at that speed for some time, one may find the actual horsepower required in a comparatively simple manner and then use a motor for the work that will operate at approximately 90 per cent of synchronous speed when doing normal rated load; this is the condition of maximum efficiency. The second condition, that of minimum starting current, is secured by using the minimum allowable starting torque. In this connection several points are to be considered. Other things being equal, the smallest motor is to be used. A Variable Speed motor of any size has a performance very similar to that of a larger size of motor when the larger size of motor is run at a lower e. m. f. than the smaller size.

The horsepower output of a motor at a given speed is proportional to the torque. As the torque is proportional to the square of the e. m. f. the horsepower is also proportional to the square of the e. m. f. At any given speed, therefore, the horsepower varies with the e. m. f. delivered across the motor terminals according to the following table:

E. M. F.	100%	H. P.	100%
"	90	"	81
"	80	"	64
"	70	"	49
"	60	"	36
"	50	"	25

If a motor is installed for doing a certain amount of ordinary work but is to have a capacity for heavier loads which will be used occasionally, it is of course necessary to install a motor of larger capacity than would be required for the ordinary work. For the ordinary work, therefore, the motor would have a larger

starting torque and, therefore, a larger starting current than necessary. In a case of this kind, it would be good practice to use a low e. m. f. across the motor terminals for the ordinary work and have the equipment so designed that a higher e. m. f. might be employed in the motor when the heavier work was demanded. An ordinary switch might be used or a set of them so that 150 or 160 volts could be applied to the motor terminals for the ordinary work and 200 volts for the heavier work, assuming that the motor is of the 200 volt class. If the motor is a 400 volt class, the same relative proportion of double voltages can be employed. In the case of an elevator, where an elevator controller is made use of for the operation of the equipment, the controller may be arranged for starting the motor at 130 volts and running at 160 volts for the ordinary work, and starting at 160 and running at 200 volts for the heavy work. The lower voltage can be obtained from auto-converters, compensators or from transformers with loops. It will enable one to operate the motor under ordinary conditions with much less current than would otherwise be required if it had at all times its maximum capacity.

If the motor is to be used upon a crane or for other classes of work where the speed of operation is to be adjusted somewhat at the will of the operator and where it may be necessary to run the motor for a considerable period of time at a comparatively low speed, the choice of the proper size of motor is not so easily determined. The motor should, in general, be geared to the work so that the maximum starting torque required shall never be more than about two-thirds of the starting torque of the motor at full e. m. f., or in other words, the motor should be able to start its maximum load on about 80 per cent of the normal e. m. f. This is particularly necessary when the motor may be required to work with large torques at low speed. It is necessary also, because if a heavy load is just started by a certain e. m. f. delivered to the motor terminals, this same e. m. f. delivered to the motor will not permit of

the motor lifting the load at anything but a very slow speed. A higher e. m. f. should be available for the motor to enable it to carry the load at a higher speed. This is of course secured if the motor be arranged and of a sufficient size to start it at a low e. m. f. for the work in hand and then applying the higher e. m. f. for running conditions.

The starting of the motor for crane service so that it shall have a minimum starting current, is secured by using the highest practicable gear ratio, so that a small torque exerted by the motor enables it to start the load. In ordinary operation, the current can be kept at a minimum by means of the controller, as an e. m. f. can be applied which is just sufficient to do the work without involving the use of an unnecessarily high current strength.

The performance curves thus far shown have referred to the higher alternation motors such as the 60 cycle types. The greater number of alternating current motors are those used in connection with systems where the frequency is lower than 60 cycles, the popular standard being 3000 alternations, or 25 cycles. The speed regulation and the full load efficiency of the lower frequency motors are practically the same as for the 60 cycle class, though the 25 and 30 cycle motors have, of course, different absolute speeds. The power factor and the efficiency of the 25 cycle class of motors is somewhat higher at light loads than the 60 cycle motors and the relative torque at low speeds is slightly greater in the low frequency motors as compared with the 60 cycle equipment.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

COLUMBUS, O., July 14, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Kindly give me your opinion on the two following orders: (Order No. 1) "No.

87 will meet No. 86 at London." We arrive at London on No. 87, take siding and the operator comes out with an order which reads, "No. 87 has right over No. 86 London to Selma." The question is, would No. 87 have a right to go to Selma on the second order? J. C. D.

Answer: Under Standard Rules No. 87 would not have the right to go to Selma on the right of track order. A right of track is used simply to reverse the rights of trains, and it is not intended that it will or can supersede a meeting point. All it does in the case under consideration is to make No. 87 superior to No. 86 between London and Selma, but it should be plain to anyone that the fact that a train is superior to another train is not sufficient authority for the superior train to disregard a meeting point with the inferior train. If this were true it would be impossible to make a meeting point at all for one train is superior to the other in every case where a meeting point is made. A train dispatcher who would issue orders in this manner does not understand what a right of track order means.

COLUMBUS, O., July 14, 1909.

EDITOR TRAIN RULES DEPARTMENT: No. 8 is a first-class train due out of Cincinnati at 8:30 p. m. You are on a westbound freight due into Cincinnati at 10 p. m. The meeting point with No. 8 is about 30 miles up the line. At 8 p. m. the dispatcher issues an order to you that No. 8 of July 14 is annulled, July 14 being the day in question. The point is, can the dispatcher issue the annulment of a train before it is due to leave its initial station? No. 8 is due out of initial station at 8:30 p. m.; the order was issued at 8 p. m. J. C. D.

Answer: There is nothing in the rules to prevent the annulment of a schedule being put out before it is due to leave its initial station. The schedule annulled is identified by its date in each case so that so far as safety goes the order might be issued the day before.

When a train is due out of its initial station shortly after midnight it is not uncommon for the annulling order to be

issued before midnight which would make the date of the order, say, the 13th, whereas the train annulled would be one of the 14th. The time, date and number of an order are not of sufficient importance to cause an order to become void as they are only a part of the record, although any one of these three notations may be such as to make the validity of the order seem suspicious, and for this reason the time, date and number should be watched, and if not what they reasonably should be the dispatcher should be consulted.

FRESNO, CAL., July 30, 1909.

EDITOR TRAIN RULES DEPARTMENT: Train No. 7 is a first-class train and trains No. 33 and No. 34 are second-class trains. Even numbers have right by direction over odd numbered trains. No. 34 leaves A and is going to C for No. 7. At B No. 34 gets an order to meet 1st and 2d No. 33 at C; No. 34 arrives at C, takes siding and a freight train passes displaying signals, then another train consisting of two engines passes and they were also displaying signals, then No. 7 passes. No. 34's crew pull out thinking that they have met two sections of No. 33 and No. 7; of course 2d No. 33 is displaying signals but No. 34 is a train of superior direction, so they do not care about 3d No. 33. Two miles out of C they collide with 2d No. 33, and they find out that the two engines coupled together were running as 1st No. 7. Who is at fault? C. E. H.

Answer: To fix the responsibility in a case of this kind at this distance, without being unjust to someone, is a very difficult matter. There may be local instructions or conditions, or practices of identification in vogue upon the road with which the editor of this department is not familiar, all of which would have a bearing upon the case. The questions to be decided are: Did the men on No. 34 use the usual care or the required caution in identifying the trains they met at C? Did the railroad company provide proper rules and appliances to cover the identification of trains? Did the dispatcher take the proper precaution under the circumstances?

The editor's personal opinion is that the dispatcher is at fault in not telling No. 34 that the light engines were running as 1st No. 7 because these engines were following 1st No. 33, and in the absence of other identification they would naturally be taken for the second section of No. 33. Also the running of light engines as a section of a passenger train is an unusual movement on most roads. At any rate the engines were following the first section of No. 33 and at this distance it seems as though the trainmen were justified in considering them as being the the second section. The dispatcher was the man who created this condition and in our opinion the man who creates an unusual condition or a condition which is liable to mislead those concerned should protect the movement which he has made.

On the other hand, if the rules of the road require than trains identify themselves by the use of cards or by word of mouth, then the train crews are at fault, for the dispatcher in such a case would have a right to depend upon the rules to cover the situation.

JERMYN, PA., Aug. 3, 1909.

EDITOR TRAIN RULES DEPARTMENT:
The division extends from A to Z. No. 1 is scheduled from C to Z, leaving C at 7:30 p. m. and due at Z at 12:05 a. m. The heading to schedule reads, "Daily except Sunday." No. 1 leaving C on Saturday must run on Sunday to complete its run and the conductor must register into Z on the date he actually arrives there. If an extra train was to leave Z on Monday morning would they not have to have an order that No. 1 was annulled or wait until No. 1's schedule into Z was 12 hours overdue, for this schedule puts two trains of the same number and date on the division. Is it a proper schedule? 468.

Answer: The schedule is correct and it does not put two trains of the same number and date on the division. An extra train leaving Z on Monday morning would not require anything against No. 1 as the schedule of No. 1 which was due into Z at 12:05 a. m. Sunday was 12 hours overdue and therefore dead at

12:05 p. m. Sunday and the next schedule for train No. 1 due into Z would be at 12:05 a. m. Tuesday.

Our correspondent confuses the registering of the train into the terminal with the date of the train, and as a matter of fact it has nothing to do with the date as that is determined by the date on which the schedule is due out of C, its initial station. A train leaving C as No. 1 on Saturday, August 14, is a train of August 14 regardless of the time it is due into its terminal.

There is one point made in connection with this case which deserves more than passing notice because of the confusion which results from the practice. We refer to the practice of putting the words "Daily except Sunday," "Daily except Monday," "Sunday only" and headings of similar import at both the head and foot of the schedule column in a time-table. Such notice should only appear at the end of the schedule column next to the initial station and never at the terminal station for the reason that placing it at the terminal station indicates a wrong condition, or states something that is not true. For example in the case under consideration No. 1 runs daily except Sunday, but to place this notice at the end of the column next to Z might mislead trainmen to think that they were to arrive at Z daily except Sunday, a thing which is not intended. A notice of this kind is intended to apply only at the initial station and for this reason it should appear only at the end of schedule column next to the initial station.

ALEXANDRIA, LA., Aug. 8, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give me your opinion on the following questions and oblige a number of engineers on this division.

Order No. 1. "Engine 2651 will run extra A to Z; will hold main line and meet No. 193 at B."

Order No. 2. "No. 193 gets this order and will meet extra 2651 north at C instead of B."

The question is, which train has the right to the main line at C?

Order No. 3. "No. 193, engine 2648, will take siding and meet extra 2655 north and first No. 194 engine 2625 at E and will meet second No. 194, engine 2629 at C."

Order No. 4. "No. 193, engine 2648, will meet second No. 194, engine 2629, at D instead of C."

Orders No. 3 and 4 are both delivered to No. 193 at F. No. 194 is the superior train and is overdue. The question is, can No. 193 go to E for first No. 194, or do the words "instead of" in Order No. 4 supersede Order No. 3? Div. 585.

Answer: Referring to your first question, the orders are so worded that the provision for the extra to "hold main line" may be taken by some as applying only at B and others may understand that the "hold main line" refers to a meet with No. 193, and for this reason should a case of this kind occur the trainmen should take up with the dispatcher and insist upon an order that will make the situation clear to all. Rule 201 says that orders must be clear, and this means clear to the men who are to execute them, and for this reason the matter should be taken up and settled before either of the trains reaches C.

In such cases it is the editor's opinion that as the "hold main line" portion of the order was not superseded by Order No. 2 it is still in effect and should apply at C. The extra was directed to hold main line for No. 193 and when the order was issued it was the intention that it would apply at B, but when the meet at B was superseded and made to read C, the instruction for the extra to hold the main line for No. 193 was not superseded and was therefore still in effect, for only such portion of an order is superseded as follows the words "instead of" in the superseding order. That portion of the order being still in effect should be either fulfilled, superseded or annulled, and in no case should it be allowed to drop out of sight without action.

Answering the second question: The words "instead of" in Order No. 4 do not supersede anything in Order No. 3 except the meeting point at C with

second No. 194. Under Orders No. 3 and 4 No. 193 will meet extra 2655 North and first No. 194 at E and second No. 194 at D. The only portions of an order which are superseded are the portions which follow the words "instead of" in the superseding order.

The Electric Telegraph.

J. W. READING.

(Continued from August JOURNAL.)

While there is considerable dispute as to whom belongs the credit for the invention of the electric telegraph, there is none regarding the one great American who was first, last, and always in the front in the effort to make the Atlantic cable a success. To Mr. Cyrus Field belongs the almost entire credit.

After the successful completion of the 1866 cables, Mr. Field, commenting on the great work, said:

"It has been a long, hard struggle. Nearly 13 years of anxious watching and ceaseless toil. Often my heart has been ready to sink. Many times when wandering in the forests of Newfoundland, in the pelting rain, or on the decks of ships on dark stormy nights, alone, far from home, I have almost accused myself of madness and folly to sacrifice the peace of my family and all the hopes of life for what might prove after all but a dream. I have seen my companions, one and another, falling by my side, and feared that I too might not live to see the end. And yet, one hope has led me on, and I have prayed that I might not taste of death till this work was accomplished, and now, beyond all acknowledgments to men, is the feeling of gratitude to Almighty God."

Lord Derby, at the head of the English government, extended to Mr. Field the thanks of his nation. The thanks of the United States Congress was given in a joint resolution engrossed on parchment, and was approved by President Andrew Johnson, March 2, 1867. The Congress also presented the great American a medal.

During the remaining years of Mr.

Field's life he had great influence in shaping the affairs of the nation. When President Garfield became the victim of the assassin's bullet Mr. Field solicited financial aid by popular subscription, and succeeded in raising \$360,000 which was invested in government bonds, the interest netting the President's family \$12,000 a year.

Previous to this time there was no pension for the widows of Presidents, and it was largely by Mr. Field's influence and energy that Congress passed the bill granting them \$5,000 a year.

Mr. Field celebrated his golden wedding anniversary December 2, 1890. The following summer sickness cast its shadow upon his home, and on November 23 the beloved wife passed away. Two months later the eldest daughter followed the mother. The winter of 1891-2 was a sad one for Mr. Field. The early spring months brought back some of his old-time spirits, but it proved only a momentary flush. The world seemed bright without, but the home was so desolate since she who had made its brightness was gone, and on the 12th day of July, 1892, he sought her companionship once more "across the Great Divide."

As has been stated previously in these articles, there was quite a number of short submarine cables that were working successfully when those of 1866 across the Atlantic were laid, but the great success of the latter created great enthusiasm, and money came freely for the many like enterprises launched upon the financial market.

In 1902 the United States Bureau of Statistics reports that the submarine telegraphs of the world numbered 1,750; their aggregate length nearly 200,000 miles; their total cost \$275,000,000. Of this total, 171,000 miles belonged to 35 companies operating the commercial cables, which then numbered about 370. The remainder were mostly short lines controlled by governments between signal stations, forts, lighthouses, etc.

At this time (1902) all the divisions of the earth were connected by wire, and

from country to country the thoughts and words of mankind were transmitted instantaneously.

Beneath all oceans but the Pacific the universal language which this system created flowed uninterrupted, and man talked, as if face to face, with man at the extreme ends of the earth; Darkest Africa conversing freely with enlightened Europe or America.

Adding to the submarine lines the land telegraph systems, there were 1,180,000 miles of wire, the total number of messages sent annually being about 400,000,000, or more than an average of 1,000,000 per day.

Nearly a score of cables had been laid across the Atlantic, of which no less than 13 carried messages between the United States and Europe. Throughout the Indian Ocean lines connected the Far East with Europe and America. Along the eastern coast of Asia cable lines looped from port to port, and from island to island, receiving messages from eastern Europe by the way of the Russian-Siberian land lines. Every body of water lying between the inhabited portions of the earth, with the single exception of the Pacific Ocean, had been crossed and re-crossed by submarine telegraph lines, and even the great Pacific had been invaded along its western margin with lines between Siberia and Australia, while its eastern borders had lines stretching between the two Americas.

Previous to 1899 the chief obstacle to a trans-Pacific line was found in the fact that mid-ocean resting places could not be satisfactorily obtained or arranged for, no single government controlled a sufficient number of suitable landing places to make this seem practicable.

In August, 1902, authority was granted the Commercial Pacific Cable Company to construct a line from the Pacific coast of the United States to the Hawaiian Islands, Guam and the Philippine Islands and the Asiatic coast, with a branch line to Japan, of which particulars will be given further on. Following the acquisition of the Philippine Islands by the United States, a survey was made of a

route to connect them by cable. This survey was made under the direction of Rear Admiral R. B. Bradford of the United States Navy. His report being presented in 1900, was in part as follows:

"An almost level plane of soft mud, at a general depth of 2,700 fathoms, extends from Honolulu to the Midway Islands.

"In general, the bed of the ocean between Midway Islands and Guam is another great level plane from 3,100 to 3,200 fathoms deep. It is, however, somewhat broken by submarine reefs and mountain ranges. The first thousand miles from Midway, with the exception of one mountain peak which reaches up to within 82 fathoms of the surface, is entirely level. The remainder of the distance, while fairly level, is interspersed with reefs and mountain ranges that required much time to explore. Eventually, a short distance east of the great submarine mountain range, running nearly north and south that breaks through the surface of the sea and forms the islands of the Ladrone group, and near the parallel of Guam, this plane descends into the valley of the Nero Deep, with a depth of only 66 feet less than six statute miles. . . . Between Guam and the Philippines the bed of the ocean is less regular than to the eastward. For the first 600 knots of the route selected the depths vary from 1,400 to 2,700 fathoms. There are, however, no sharply defined ranges of hills or valleys, the character of the bottom being of an undulating nature. After 600 knots had been traversed a low mountain range was discovered sloping to the westward, eventually forming a deeper plane that extends unbroken to the Philippine Islands."

The object of the surveying expedition was most successfully and expeditiously accomplished. A satisfactory route for an all-American cable from the Pacific coast to the new colonial possessions had been accomplished. In addition, a great amount of data on ocean currents, prevailing winds, and tidal influences in parts of the ocean little known were obtained.

The bureau anticipated the survey

would occupy one year's time. It actually commenced at Honolulu May 6, 1899. It was completed there January 29, 1900.

Some years previous a practicable route had been mapped out between San Francisco and Honolulu.

The Bureau of Statistics having finally mapped out route and made specifications as to quality of material to be used, the application of the Commercial Pacific Cable Company, as heretofore mentioned, was favorably considered.

Through the public press under date of August 9, 1902, the people were informed that "The President, having duly considered the said application, herewith consents that the company may lay, construct, land, maintain and operate telegraph lines of cable on the Pacific coast of the United States and the various territorial waters of the United States, to connect the city of San Francisco, Cal., the city of Honolulu, island of Oahu, Hawaiian Islands, and by the way of the Midway Islands and the island of Guam, the island of Luzon, Philippine Islands, and a point on the coast of China, not yet determined."

It is conditional to the granting of consent that the company was to file its written acceptance of the terms and conditions on which consent is given. These terms are given as follows:

1. That the company has not received any exclusive concession or privilege and is not combined or associated with any company or concern having such concession or privilege, such as would exclude any other company or concern formed in the United States of America from obtaining the privilege of landing its cable or cables on the coast of China, or connecting them with other cables or inland lines of China, and said company, its successor or assigns, will not receive or become associated with a concern having any such exclusive concession or privilege. The said company has not combined or associated itself with any other cable or telegraph company or concern for the purpose of regulating rates between points in American territory or between them and any point in China, Japan or other Oriental places.

2. That the company's cable shall touch at no other than American territory on the way from the United States to the Chinese Empire. The line from the Philippines to China shall be constructed by said company and operated independently of all foreign companies or concerns.

3. That the rates to be charged for commercial messages shall be reasonable, and in no case in excess of the tariff set forth in Congressional Report No. 568, House of Representatives, 57th Congress, first session, signed by George G. Ward, vice-president of the Commercial Pacific Cable Company, and attested by Albert Beck, secretary, with proportionate rates for intermediate points.

4. That the government of the United States, or any department thereof, its officers, agents, and insular or territorial governments upon the route of such cable, shall have priority for their cablegrams, or cablegrams to them, over all other business, at such rates as the postmaster general may annually fix.

5. That the United States shall at all times have the right to purchase the cable lines, property and effects of the said company at an appraised value to be ascertained by disinterested persons, two to be selected by the postmaster general, two by the company or concern interested, and the fifth by the four previously selected.

6. That the government of the United States shall have authority to assume full control of said cable when at war or when war is threatened.

7. That all contracts entered into by the said company with foreign governments for the transmission of messages, by the said cable, shall be null and void when the United States is engaged in war.

8. That the United States shall have authority to sever, at its discretion, all branches which may be connected with the main cable line aforesaid during war or threatened war.

9. That the operators and employees of said company (above the grade of laborer) after said cable shall have been laid, shall be exclusively American citizens.

10. That citizens of the United States shall stand on an equal footing as regards the transmission of messages over said company's lines with citizens or subjects of any other country with which said cable may connect.

11. That the company shall agree to maintain an effective speed of transmission over the main cable route from California to Luzon of not less than twenty-five words a minute.

12. That the cable laid shall be of the best manufacture.

13. That ample repair service for said cable shall be maintained.

14. That the line shall be kept open for daily business, and that all messages in the order of priority, heretofore provided for, be transmitted according to the time of receipt.

15. That no liability shall be assumed by the government of the United States by virtue of any control or censorship which it may exercise over said line in the event of war or civil disturbance.

16. By the grant of this permission the United States Government does not insure or indemnify said Commercial Pacific Cable Company against any landing rights claimed to exist in favor of any company or companies in respect to any of the insular possessions of the United States.

17. That the consent hereby granted shall be subject to any future action of Congress, or by the President, affirming, revoking, or modifying, wholly or in part, the said conditions and terms on which this consent is given. The acceptance of the terms and conditions upon which this consent is given shall be evidenced by a copy of a resolution by the board of directors of the cable company under the company's seal, to be filed with the Postmaster General of the United States, upon the filing of which full access shall be granted to said company by the Secretary of the Navy to all soundings, profiles, and other helpful data in the possession or under the control of the Navy Department."

The schedule of rates referred to in Article 3, as made public, is as follows:

"To charge not exceeding 50 cents per

word for the transmission of messages between San Francisco and Honolulu, and to reduce such rates to 35 cents per word within two years after the proposed cable between San Francisco and Honolulu is in operation. To charge not exceeding \$1.00 per word for the transmission of messages between San Francisco and Manila. To charge not exceeding \$1.00 for the transmission of messages between San Francisco and China. To be content to accept from the United States Government half rates for the transmission of governmental messages."

On Feb. 10, 1899, President McKinley sent a special message to Congress urging action to bring about the laying of a Pacific cable. Events had followed each other in rapid succession in the Far East and the necessity of being in close touch with the new territory acquired by the Spanish-American war made it evident that a cable should be laid at the earliest possible moment.

Congress sought earnestly to comply with the President's wishes. Many hearings were had by committees both in the Senate and House. Many different plans for bringing about the laying of the cable were put forward and discussed and passed upon. The Senate finally, on April 11, 1900, passed a bill providing that the government itself lay such a cable at the sole expense of the government. The bill went to the House and was referred to the Committee on Interstate and Foreign Commerce. That committee, however, struck out the whole bill except the enacting clause and substituted therefor a bill for a subsidy to be granted by the United States Government to a private corporation to an amount not exceeding \$300,000 a year for twenty years for a cable from San Francisco to the Philippines and Japan. By reason of differences between the Senate and House nothing further was done in that Congress.

The Congress that convened on Dec. 2, 1901, had seven bills on this subject. On Aug. 22, 1901, Mr. John W. Mackay sent to the Hon. John Hay, Secretary of State, offering to lay the cable without a subsidy and to abide by any reasonable

conditions that the government might ask. This offer of Mackay's lifted Congress out of the maze of so many divided opinions. Mr. Mackay and the Commercial Pacific Cable Company being one and the same thing, his company was finally given the right to go ahead with the laying of the cable, being governed by the conditions heretofore enumerated.

Prior to the incorporation of the cable company in September, 1901, the rate for messages from New York to the Philippines was \$2.35 per word. In November, 1901, this rate was reduced by the European Cable Companies to \$1.66 per word. The simple announcement of the intention of the Commercial Cable Company to lay a Pacific cable saved the people 69 cents a word.

Georgia Firemen Award.

The award of the Arbitration Board called to consider the dispute involving white and negro firemen on the Georgia Railroad is that the whites shall not have seniority over the negroes save on merit alone, and that the wages of the negro firemen should equal those of the white firemen. This puts the whole matter up to the railroad officials, but removes the one incentive which was believed to induce them to prefer the negro workmen, namely, their willingness to work for less wages. The board is composed of Congressman T. W. Hardwick, representing the firemen, former secretary of the navy Hilary Herbert, representing the railroad, and Chancellor David S. Barror, of the University of Georgia, as umpire. —*St. Louis Globe-Democrat.*

They have a drastic way of curing carelessness on the part of railway employees in France. Last August a child of nine, Emile Remilly, traveling in a train with his parents, fell from the coach, the door of which had not been properly shut at the last station, St. Cyr, and lost both his legs. The St. Cyr station master has been sentenced to two months' imprisonment, and the Western Railway will have to pay \$3,000 damages as well as an annuity of \$1,200 to the boy. —*Cleveland Leader.*

News Gleanings.

The Steam Engine.

The Marquis of Worcester while imprisoned in the Tower of London in 1656 invented and constructed a perfect steam engine and had it publicly exhibited the same year at Vauxhall in successful operation. Thirty-four years later, in 1690, Dennis Papin added the piston to the marquis' discovery. In 1698 Captain Savary devised and built a steam engine different in many details from those made by Worcester and Papin, and in 1705 Newcomb, Cawley and Savary constructed their celebrated atmospheric engine, which was complete in every detail. The above array of historical facts notwithstanding, James Watt, who was not born until 60 years after these great men had given the steam engine to the world, enjoys the distinction of being the veritable inventor, originator and author of the most useful contrivance of the present day. Fulton, who lived and worked in the early part of the 19th century, is given the credit of being the man who demonstrated that steam could be applied to navigation—this, too, in face of the well-known historical fact that De Gary propelled a vessel by steam in the harbor of Barcelona in 1543.—*St. James' Gazette*.

Real Inventor of the Steam Engine.

Our national tendency toward hero worship has moved our people to bow many times in heart-felt adoration to supposed deities that were really images of clay. The American people have been peculiarly unfortunate in their choice of industrial heroes and have given devotion to many persons for services to the world which they never performed. A movement is in action at present to make people overexert themselves directly in shouting for Fulton, while Watt, Stephenson and others have been applauded in the past for achievements which others executed.

With all that miscarriage of sentimental justice, the silent pleadings of a real hero of invention, a genuine benefactor of the human race, are ignored because oth-

ers, who were mere laborers helping in completing the work originated by Thomas Newcomen, the real inventor of the practical steam engine, have stepped in and claimed credit for the invention. The problem of making the immense potential power of heat through steam carry the burdens of mankind, occupied the minds of men for at least twenty centuries and was at last solved by an ingenious English blacksmith named Thomas Newcomen, whose name is almost to become unknown.

There have been periods of great mental awakenings in the world's history, times when men's minds were excited by spasms of powerful emotion that produced various fruits of righteousness, utility or iniquity, that exerted mighty influences upon human affairs. These periods of intense heart inspiration generally brought forth new ideas and startling revelations concerning religion; but sometimes they brought increasing light upon such mundane matters as science, mathematics, mechanics and other departments of learning. A time of this kind which 20th century people would call a "revival" and the earnest thinkers of three centuries earlier would have called "a rustling of the dry bones," happened about 20 centuries ago and brought to the world particulars of an apparatus through which the inventor supposed that the force of expanding steam might be converted into work.

For a period of several centuries that began about 300 years before the Christian era, the city of Alexandria in Egypt was the principal seat of learning in the world. Tremendous intellectual vigor prevailed and all sorts of soul-stirring enterprises were promoted. Philosophical speculations became fashionable among the leaders of society and pretensions of imposing knowledge moved the people into unheard-of fields of inquiry. Here a philosopher named Hero compiled a treatise in which numerous useful and curious machines were illustrated and described, among them a form of engine that was operated by compressed air or expanding steam. The apparatus was a mere toy incapable of application to use-

ful purposes, but demonstrated the fact that steam could be used to produce motion.

In the ages that have elapsed since the glory of Egypt departed, intellectual awakenings came at irregular intervals, and scientific speculations concerning the potential possibilities of steam have been ventilated, but not until the eighteenth century was anything done that paved the way for real progress.

When the art of war had ceased to form popular occupation and mental diversion for the English-speaking people many of them turned their attention to science and invention which brought into consideration the possibility of making steam lighten the burdens of mankind. It is useless to detail even the names of the workers whose devotion and labor cleared the road that gave the world the blessings brought by the steam engine.

Probably the world discovered long before Hero's time that terrible force was generated when boiling water was corked up without means of escape. The thrifty housewife who tried to hold in the fumes of the boiling broth by putting a stone upon the lid of the kale pot, occasionally had an explosion which spread consternation and mystery. The wise men of the world proceeded to find means of harnessing this mysterious force of steam. Thomas Newcomen was the first to accomplish the feat.

For generations inventors have tried to make steam perform the work of raising water by putting pressure directly upon the surface of the body to be raised, the way that compressed air is now used to raise water in a sleeping-car. That plan caused immense loss of steam in connection with many other very perplexing operations. Newcomen applied a piston inside of a cylinder and used the steam to move the piston. That was the combination which produced the first successful steam engine. It was a crude apparatus, but it was the pattern on which Watt, Evans and other improvers worked to develop the modern steam engine.

Thos. Newcomen patented his so-called "fire engine" in 1705, but there were so many delays in construction and so many

changes and experiments to be made in working out details of the novel machine, that it was not ready for doing the work of pumping water until 1709, so this is the second anniversary of the most important invention of modern times.

This invention of Newcomen was no fruitless attempt to provide the means for making steam do useful work; it was a practical steam engine that became extensively used for pumping water out of mines and for supplying power to city water stations. When James Watt, the Scotch instrument maker, had his attention first directed to the Newcomen engine in 1763, through being requested to repair a model of the engine belonging to the University of Glasgow, there were, at a conservative estimate, 70 Newcomen engines running into hundreds of horsepower at work in different parts of Europe. Watt performed important service to the cause of human progress by the improvement he effected upon the Newcomen engine, but Watt's work was nothing as compared to that of the original inventor who devised the mechanism that brought the force of steam within man's domain, the force that the inventors of 20 previous centuries had failed to subdue.

Surely Thomas Newcomen deserves to have the second centenary of his success as the inventor of the steam engine proclaimed to the world.—*Railway and Locomotive Engineering.*

Electricity's Progress.

The announcement that the Southern Pacific Railway will spend \$13,000,000 in electrifying the 140 miles of the Sacramento division means that a long step forward will be taken in the war that is now being waged between steam and electrical propulsion for railways. Up to the present time Canada has led the United States in the application of electricity to railways, and the experimental work in the Rocky Mountains has been declared a success. The Great Northern and the Chicago, Milwaukee & Puget Sound railways are utilizing electricity instead of steam in their grades over the continental divide. In suburban traffic

in the vicinity of large cities electricity is rapidly taking the place of steam. It has remained, however, for Harriman, after long and patient investigation, to attempt the project of electrifying an entire division of a great railroad at an enormous expense.

The work of changing the power upon the Sacramento division, which extends over the Sierra Nevada Mountains from Reno to Sacramento, is the most ambitious ever undertaken in the way of electrical outfitting. It is necessary for the road to increase its carrying capacity for freight. The continued use of steam as propulsive power would mean that more tunnels would have to be bored. This would take eight years, and cost about \$50,000,000. Electrification of the division, experts estimate, will take two years, and result in an increase of 75 per cent in the speed of moving trains, while reducing the nonprofitable tonnage by 20 per cent. This means many more trains over the division, the prevention of congestion, and bigger dividends.

When the work is completed and has been in operation long enough for practical conclusions to be drawn by engineers and railway experts, the data will be of invaluable service in the perfection of plans for the extension of electrical propulsion to the other railroads of the country. While many intricate traffic problems are yet to be solved before steam will be entirely displaced, yet it is evident that the steam locomotive has begun its journey toward the junk pile.
—*Express Gazette.*

Economy in Locomotive Fuel Consumption.

At the last meeting of the Central Railway Club the problem of fuel economies in locomotive operation was given an unusually thorough and exhaustive discussion. The paper of the evening was read by Mr. Frank Tuma, on "Practical Instruction on Bituminous Fuel Economy," summarizing the rules of economical firing.

In the discussion of the paper the consensus of opinion favored the general introduction of a system of instructing and supervising enginemen in the ap-

plication of the rules of successful firing. Under the varying conditions of American railroad operation records of coal consumption which will serve as a basis for comparing the work of different firemen are very difficult to obtain. Most of those who discussed the paper were of the opinion that close supervision by traveling inspectors, supplemented by occasional talks to firemen and engineers by their superior officers, would accomplish the best results. The point was also clearly brought out in the discussion that the sole responsibility for economizing fuel should not be laid upon the fireman. Unless the engineer co-operates with him, for example, in the use of the injector, and unless the engines are kept in good condition by the repair department, the best efforts of the fireman will go for little.

The growing attention to economical operation of railroads augurs well for their future. When it is fully recognized by the higher officials and especially by the bankers whose influence is so potent in most of our leading railroads, that a 10 per cent reduction in operating expenses is well within the bounds of possibility, we shall see such valuable suggestions as those brought out by the members of the Central Railway Club put into general use. Already much has been accomplished by the more progressive roads. Many of the depression economies will be permanent. It should not require another depression to bring home to those companies whose weak financial condition is not unrelated to their low operating efficiency, the importance of reducing expenses.—*Railway World.*

French Railway Men.

The improvement in the condition of railway men in France is one of the marked features of the advance of the industrial classes under the republic. Apart from the simple question of increase of wages, which, when contrasted with a larger increase in the cost of necessities, is often no increase at all, there has been much real gain in the shortening of the hours of labor. In regard to engineers and firemen having

charge of direct passenger service it is rarely that over five hours is spent in actual traction service each day, and the entire day's work never exceeds 8½ hours. Regular intervals of rest on each eighth or ninth day are established on all roads, the rest extending to more than 30 hours. There are also 12 consecutive days' holiday a year, during which time their wages are paid.

Quite a number of small concessions are made to railroad men and their families, such as cheap rates at restaurants, coal at cost, reduced railroad fares for families of railroad men, annual allowance for large families, scholarships and other gratuitous aids which in the aggregate give railwaymen quite an advantage over the employees of other corporations. The most important matter, however, is the national pension fund, all railroad employees paying 4 per cent of their wages into this fund; the company paying 15 per cent on his fixed wages. Every man has a right to a pension on reaching his 55th year, after having served the company for 25 years. After that period of service the pension is equal to *the half* of the average pay of the six years during which the pay was the highest. If the railway man prefers to continue longer in the service his pension is correspondingly increased. It is a noteworthy fact that many of the superannuated railwaymen have a larger pension than many of the petty state officials who had to undergo heavy outlays in order to qualify for their positions. It may be added that while the actual wages in France do not exceed one-half what are paid in America, many of the French railwaymen are in receipt of pensions amounting to nearly \$700 a year, a sum which is in every way a very comfortable competence to a retired workman resident anywhere in Europe.—*Railway and Locomotive Engineering.*

Care of Lubricators.

Among the many thoughtful members of the Traveling Engineers' Association, Mr. W. H. Corbett of the Michigan Central has gained prominence as an advocate of good, sensible methods in loco-

motive management. Talking on that troublesome matter, care of lubricators, he said: From my past experience and watching the feeds of the lubricators, I feel quite confident that it is absolutely necessary to start the lubricator feeding from 12 to 15 minutes before leaving time. It is for this reason: The drops of oil as they leave the lubricator pass along down through the pipe and adhere to the inside of the pipe, and if you have a glass at the steam chest you will discover that a drop of oil does not appear at the glass until nearly 15 minutes from the time that you start to lubricate. Therefore I say that it is absolutely necessary to educate the men that they should start the feeds at least 15 minutes before leaving time. It is not necessary to open them wide, but it is essential to get the oil pipe lubricated on the inside so that the oil will pass into the steam chest when you are ready to start up, and get the cylinders lubricated and valves oiled also. After doing so, do not blame the lubricator or the oil if the cylinders groan. On the road with which I am connected we received some new engines with 12-in. water glasses, and the cylinders would groan at times and the valves get dry. Mr. McBain, the superintendent of motive power, had a 10-in. glass put on every one of those engines, and I want to assure you that the engines are going up and down the road, and there is very little trouble unless some young engineer is in charge who happens to fill the boiler to the top of the glass and works water. It is not only water that you work out of the stack, but it is the saturated steam that you have to avoid. Educate your men, and also help them by fixing up their engines so that this will not occur.

I know from experience that it is necessary to start the lubricator feeding early. The hand oiler is also a very good feature on the engines. It is not absolutely necessary, but in case the valves and cylinders are dry, you have a chance to get the oil into the cylinders and valves immediately without increasing or disturbing the feeds of the lubricator, and you have overcome that difficulty immediately.—*Railway & Locomotive Engineer.*

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SEPTEMBER, 1909.

A Hundred Years of Peace.

The suggestion has been made that England and America join in celebrating the one hundredth anniversary of the closing of the war of 1812, and we commend the suggestion. The spirit of such a celebration should be confined to exultation over the one hundred years of peaceful association, an association, particularly with our Canadian cousins, which has developed into a genuine fellowship between the people in the States and the Canadian Provinces.

We celebrate our Fourth of July in commemoration of the new nation. Canada celebrates her Provincial Union July 1, and has other national demonstrations which involve national pride; but during nearly a hundred years of peace the two nations have mingled and personal interests and acquaintances have extended until now the dividing line between Canada and the States, socially speaking, seems mystic rather than real.

Several thousand members of the B.

of L. E. live in Canada, and when we visit them we would not know there was even a commercial dividing line if our baggage was not inspected by officials representing the commercial side of the two countries.

Our members in the States who have so recently shared Canadian hospitality at the Hamilton union meeting, we feel sure will all say that no more wholesome good fellowship or friendly relations could be found in the States than was extended to them. This feeling being general on both sides, we ought to celebrate the one hundredth anniversary of this good-will and fellowship which means much to both countries, both socially and commercially, a relationship that ought to last a thousand years, or as long as commercial interests make any division of territory necessary.

We would be very consistent in celebrating and establishing a centennial celebration with hearty good-will as the main incentive.

Our members in the States have enjoyed the splendid hospitality of our Canadian Brothers many times, and it would seem time for the Subdivisions in some of our States to join hand and purse and return the compliment to further cement the good fellowship now existing and, incidentally, help pave the way for a celebration by the two nations in 1912, commemorative of a date which began a hundred years of peace and good fellowship between two great nations.

The Working Masses.

John Kirby, Jr., president of the National Association of Manufacturers, is evidently trying to keep up the reputation of his predecessor in condemning organizations of labor. Of course, his real animus is centered on the American Federation of Labor, but Mr. Kirby and *American Industries* ought to have *honest* courage enough mixed with their belligerent attitude to state facts, even if it weakens their contention that organized labor is never right except when it accepts the conditions fixed by the employer.

The *American Industries*, July 15, tells a story filled with the terrors of the strike situation at McKee's Rocks, Pa., employees of the Pressed Steel Car Company stating that the disregard for law was almost without a parallel, but fails to state some important truths: First, that the strikers were not members of any organization. Second, that the 2,500 employees were foreigners employed in the interest of cheapness, and a class that of necessity must rent houses owned by the company. Third, that the cause of the strike as stated by the strikers was that the company refused to pay wages in proportion to the amount of work done; and it is a nasty misrepresentation for a paper whose whole aim is to discredit organized labor to tell half the truth about a strike, telling of the mob of men and women shrieking defiance and making threats, and purposely leave the reader to infer that they represent organized labor.

We suppose that in their next issue they will commend the Pressed Steel Car Company for running their own business in their own way, commend enforcing it with the employment of 200 deputy sheriffs and a call for state troops, both of which assisted in crushing the ignorant foreigners, and in conformity to the court's orders, Sheriff Gumbert began the eviction of the women and children from the company's houses, but after putting the chattels of seven families in the streets the sheriff could no longer stand the cries of the excited women and forlorn appearance of the lost, ragged, children, and called off his men.

We would like to ask the Manufacturers' Association if they believe that the Pressed Steel Car Company, with its horde of foreigners employed because they represent cheap labor, are under no obligations to treat them with any other consideration than from the dollar standpoint; to get all they can out of them for the least possible outlay, with no regard for the moral rights of these helpless, ignorant people? If they refuse to fix reasonable conditions for their employees and make an effort to prevent such a rupture as occurred and the vio-

lence that followed, have they a moral right to call for soldiers to suppress a class of foreigners they employ in the interests of larger profits, fixing the conditions so undesirable that these ignorant and unorganized men rebel?

If these employees had been members of some labor organization they would have been helped with some knowledge of American ways, American laws, and would probably have learned how to petition for redress, rather than use the means characteristic in the country from which they came, and in all probability there would have been no strike.

We are discussing this matter wholly because a half truth was told in the *American Industries*, which leaves the reader to infer that the strike was that of organized labor and that there was a purpose in it, as their whole effort is put forth in the hope of destroying organized labor.

PERCENTAGE OF WORKERS ORGANIZED.

President Kirby in a long vitriolic denunciation of organized labor in the August number of the *American Industries*, says :

"It is an undenied and undeniable fact that up to date in this country only between seven and eight per cent of the working masses are organized into labor unions." (And asks:) "What is the matter with the other 92 per cent? Why do they not fall in?"

It seems strange that any man should be selected by the Manufacturers' Association to be its mouthpiece (we use the term advisedly, because the leading articles with his picture are his) who would put out such a proposition for the purpose of misleading his readers and belittling the organizations of labor. No one knows better than the members of the Manufacturers' Association that there are thousands of working people so situated that an organization would be out of the question. They know that there are other large classes that must submit to conditions fixed by the meanest employer, because of that unrestricted competition which the Manufacturers' Association so much desire themselves, and are organized to struggle for.

For a single illustration, watch the great mass of the working class pour out of the stores, department stores in particular, whose wages are regulated by the necessities of the poor families in every city, who have from one to a dozen children they must support or find places for at any price, as one, two or three dollars a week is better than no income. It is not a question of what the work is worth. There is no moral side to the wage fixing as done by the employer. The children are on the market and the merchant says, "I can buy their services for a dollar a week and why should I pay more? I am not responsible for their poverty. I pay as much as my competitor, and if I only pay my full grown and fully qualified women clerks \$5 a week when I know they cannot live and dress as I demand they shall, I am not responsible if this wage leads to sin and degradation. It represents a condition."

Here is an unending field of want that is creating a sufficient supply of help to prevent organization because they cannot be reached, and yet, President Kirby of the Manufacturers' Association asked *why they do not fall in?*

What a God's blessing it would be if they could be organized into an association where they could demand a just recompense for the services rendered, that they might compel at least a little of the application of the Golden Rule, and lift these hard-worked girls out of the field of desperate temptation, that they may dress in accordance with the demands of those who employ them in these public places.

Organized labor in other walks of life has secured the legal age for employment, and has done much toward sanitary and safer conditions, but anyone who will take the trouble to study cause and effect of this unrestricted competition, this open shop condition Mr. Kirby talks so glibly about where the employer may take full advantage of human necessities and make such bargains for service as necessity on one side and greed on the other settle upon, will be sure to conclude that some power is

needed to compel employers to recognize the fact that they owe it to society, as well as to those helpless employees, that they inject a fair degree of moral obligation into these contracts, to obviate the excuse for crime because of their employees' necessities.

Organized labor as a general proposition will commend itself to every fair-minded person not biased because of personal interest, for it has elevated the members, has been instrumental in securing better conditions, and has pulled its class, in some measure, out of the degradation incident to unrestricted competition which becomes barbarous if left unchecked, and while organized labor has done some things we cannot commend, if we were to tabulate mean acts and name mean men, we believe the list among employers would include far the larger number.

We are induced to say this because of the general denunciation and unfair mode of discussion by the representatives of the Manufacturers' Association.

We know that the majority of the leaders in organized labor are honest and conscientious in their efforts to better the condition of those they serve; and we know that the great majority of employers are desirous of being eminently fair, but that the few competitors who are mean and conscienceless compel them to compete in price of service as well as commodities, and organized labor is the only effectual means of correcting this evil, and even the Manufacturers' Association ought to be honorable enough to give them credit for what the general public acknowledges they have accomplished. No half truth about organized labor or asking why all working people do not join, will ever destroy organized labor. The President of the Manufacturers' Association is surely not the Moses who can lead the working people, but as the Reverend Stelzle says: This day awaits a Moses, for again the masses need to be led out of bondage. Not the bondage of the ancient Israelites, although there is still a call for such service, but the bondage which enslaves man to his lower self.

The Air Brake Association Convention.

We have been favored with a copy of the proceedings of the 16th Annual Convention of the Air Brake Association held in Richmond, Va., May, 1909. The book is 6 x 8 inches in dimensions and contains 411 pages, and is neatly bound in black leather, and contains much interesting matter for those interested.

The papers on "Yard Air Brake Test Plants and Air Brake Repairs;" on "Slack Action Versus Undesired Quick Action as a Cause of Damage in Long Freight Trains;" on "Flat Wheels, Their Causes and How to Prevent Them;" on the "New York B-3 Locomotive Brake Equipment;" on the "Southern Pacific Air Brake Demonstrations," and much value is added in the Questions and Answers on the N. Y. B-3 Locomotive Equipment, the Westinghouse 8 $\frac{1}{2}$ -inch Cross Compound Pump, and the Westinghouse K Triple Valve.

Copies of this book may be obtained from the Air Brake Ass'n, 53 State St., Boston, Mass. Price, postage prepaid, \$2.

Links.

BRO. A. M. WHITE has recently been appointed assistant road foreman of engines of Knoxville division of the Southern Railway, headquarters at Knoxville, Tenn. Members of Div. 239 wish him every success in his new field of labor.

J. D. BISHOP, F. A. E. Div. 239.

EFFECTIVE July 21, 1909, Mr. George Whiteley was appointed road foreman of engines, First District, C. P. Railway.

Effective July 21, 1909, Mr. L. E. W. Bailey was appointed district master mechanic, First District Canadian Pacific Railway. Both are members of Div. 510.

D. A. FRASER, Div. 510.

BRO. ED. B. SKILLMAN has been appointed traveling engineer of the Memphis division of the Illinois Central Ry., to succeed Brother Bellows, deceased. Brother Skillman is a member of Div. 23, and has been on this road 26 years; one of the best engineers, a true, honorable, Brotherhood gentleman, and we will lend every effort to help him make a success.

T. H. H., Div. 23.

BRO. T. J. GLEASON, member of Div. 254, who resides in DuBois, Pa., has been nominated as a candidate for sheriff of Clearfield county, which is very much of a compliment to the railroad fraternities, who will doubtless remember him with a handsome majority of their votes in November.

Brother Gleason is employed on the Buffalo, Rochester & Pittsburg Railway, and has been a member of the B. of L. E. for the past 19 years, and deserves the good-will of all members and other railway employees as well.

W. O. S., Div. 626.

B. of L. E. Div. 215, and G. I. A. Div. 280, Bowling Green, Ky., combined and gave a barbecue picnic at Beach Bend Park, a beautiful outing place just outside the city, and it was the most enjoyable event of the season. There were nearly 1,000 in attendance.

There were several visiting Brothers and Sisters from Louisville, Ky., and Nashville, Tenn. All expressed themselves as having had the best time of their lives.

There was dancing and games and racing contests too numerous to mention.

One of the features of the fat men's race was Brother Winterhalter of Louisville, Ky., Div. 78, who won a fancy vest. Brother Winterhalter weighs 300 pounds and is nearly 6 feet tall, but he won with ease. In fact, it is said he led the remaining contestants by 200 feet.

Bro. T. J. Bissett, general chairman of the L. & N. system, was present, and made a very interesting talk in behalf of the B. of L. E., and was followed by a hearty applause.

The barbecue committee was composed of Bros. L. J. Kieffer, R. Connors, F. P. Smith, and W. Sigmier, and it has been said they are the best in the State. There were 10 carcasses disposed of: eight sheep and two pigs.

The ladies waited on the table in their own pleasing way and were highly complimented by all who were present. They certainly were an advantage to the picnic in the way of making this affair a success socially and financially. They

deserve great credit for their untiring efforts.

Bro. L. J. Kieffer, who was elected general chairman committee of arrangements, deserves great credit for the manner in which he conducted this affair, so pleasing to all concerned.

F. P. SMITH, Div. 215.

SUBDIVISION 354, B. of L. E., and Subdivision 118, O. R. C., of the Chicago, Indiana & Southern, Kankakee, Ill., through the great efforts of Bros. J. Maher and G. B. Seitz, got together a

aggregation, especially the ladies' auxiliaries of both Conductors and Engineers, yelling themselves hoarse for their favorites. Even the side-lines were blocked with fans, many of whom accidentally got in the way of swift liners from the bats of the hard-hitting engineers.

The C. I. & S. shops, where many of the fans work, were closed for the afternoon, and they in a body witnessed the game and rooted for the engineers.

There were three switch engines on a siding outside the grounds, each pulling a box car carrying a large delegation from



B. OF L. E. AND O. R. C. BASEBALL TEAMS COMPOSED OF MEMBERS OF DIV. 354, AND 118 O. R. C.

baseball nine and played one of the most interesting games of baseball ever played on the local diamond, Browns Park, June 8, between the engineers of Div. 354 and conductors of Div. 118, contesting for honors.

As it has always been our custom to be in front of the conductors on our trains, we engineers also kept well in front in the game and when the final score was counted it read like this: Engineers, 22; Conductors, 11.

A large crowd witnessed the game, the grandstand being well filled with lovers of the sport and friends of either

the lower yards to cheer the conductors.

Previous to the game the engineers and conductors lined up in front of the grandstand and had their picture taken.

Edward Cantlin, the 350-pound engineer, was there in all his glory as mascot for the engineers, and he made good.

The features of the game were a social and financial success and the playing of such old-time players as Bros. J. Maher, Wm. Quigley, G. Simmons, G. B. Seitz and G. Porter was greatly admired.

The batteries were Conductors Brady and Pontious, Engineers Quigley and Adams. Umpires A. L. Ball, general

foreman, L. C. Belden, chief dispatcher. Time of game 3. p. m.

Herewith find picture of players. Would like you to give space in the JOURNAL of this affair, as it is the first favor asked from B. of L. E. Div. 354, Kankakee, Ill.

The names of players, reading from left to right: Standing — J. Maher, B. Webster, F. Adams, G. Hoisington, E. Adams, G. Kiel, E. Cantlin, A. Fagin, G. Simmons, G. McCarthy, H. Kelly, King Brady, G. Pörter.

Left to right: Sitting — Wm. Quigley, F. Myers, N. Marx, Umpire, A. L. Ball, L. G. Belden, F. Howard, F. Grundler, D. Burrell, G. B. Seitz, E. Phillips, C. Scoville and Don Pontious.

G. H. MCCARTHY, Div. 354.

THE engineers employed on the Pennsylvania Lines East recently formulated the following set of resolutions and had them beautifully engrossed by Mr. S. D. Holt. They were sent in to be presented in a half-tone cut, but the reduction would be so much that it would be impossible to read the resolutions, hence we present it in this form, as follows :

TESTIMONIAL TO WM. WALLACE ATTERBURY
FIFTH VICE-PRESIDENT OF THE PENNSYLVANIA RAILROAD COMPANY.

WHEREAS, The management of the Company in recognition of your superior ability and faithfulness to duty has promoted you in its service. Therefore be it

Resolved, That the Brotherhood of Locomotive Engineers, representing the engineers of the lines east of Pittsburg and Erie, with whom you have been associated, rejoice with you in your well-merited promotion.

Resolved, That it is the sense of this Brotherhood that by severing your connection with us, we have sustained a great and almost irreparable loss, and that we have given up a manager whose place will indeed be hard to fill.

Resolved, That keenly we feel this severance of such friendly relations, we, as individual members share with you the pleasure of your promotion, and sincerely trust that in your new office you will make as enviable a record as you have made as general manager, and that you will endear yourself as deeply to the men in your new field of labor as you have to those whom you are leaving. The

best wishes of each member of this organization will follow you, with the feeling that you were the friend of the "Man at the Throttle," and that you by the just discharge of your duty, won the admiration of our Brotherhood and our cordial and respectful remembrance of you as our general manager.

Resolved, That these resolutions be suitably engrossed and presented to you.

F. T. BOWLER, Chr., M. K. PACKER,
J. W. MOYER, J. C. SHREVE,
J. A. DONLIN, E. DENNELL,
J. B. CONNOLLY, R. M. HEIGLEY,
Committee.

Philadelphia, May 29, 1909.

YES, we gathered at the union meeting in Lincoln, Neb., on and before June 28, as guests of Div. 98, nearly 500 strong, and to the Brothers that did not attend permit me to say you missed something.

From the arid region, I enjoyed the ride across Nebraska very much. To see nearly 500 miles of beautiful growing crops that promise a bountiful harvest is very pleasant to one from that part of our great country where crops cannot be raised, namely, the Rocky Mountains.

On arrival at Lincoln, we were met at the depot by a committee who rushed us to the Lincoln Hotel, a very fine, clean and well-managed house. Again met other committees who insisted on putting badges on our coats, programs and tickets into our pockets, etc., until we were loaded down, and this while the mercury danced at over 100 in the shade,—pretty warm for us fellows who can look at the snow on the mountains the year round; but after some changes of wearing apparel and a bath we were in line to see the city, and I can safely say it is well worth seeing. The streets are wide, well paved as a rule, with beautiful trees in profusion; in fact, to look at the city from an elevation it looks like a forest with many business houses, a number of churches, a fine court house, the capitol building, and countless beautiful homes wedged in between the trees. For smooth, grassy lawns, rose bushes in bloom, and flowers on the ground, in the trees, on the porches and walls, in fact everywhere, go to Lincoln.

Then another feature. There are no saloons in this model city, all closed, so the

fronts of these places were not decorated with welcome to the engineers; instead of this many pleasing decorations were in evidence in numerous business houses all over town; then again, all of the citizens appeared to take delight in seeing their visitors thoroughly enjoying themselves.

In due time that sound general, whom all engineers have learned to love, came

save your money; try at all times to render the very best service it is in your power to give. Live from day to day just as though you expected to meet your God at a very early date. Do unto others as you would have others do unto you, and so fulfill the law."

The address of Mr. D. O. Willard, vice-president of the Burlington, was listened to with much pleasure. It was a master-



COMMITTEE OF ARRANGEMENTS, ELEVENTH ANNUAL OUTING SUBDIVISION 452, HELD AT CONNEAUT LAKE, JULY 19. STANDING: BROS. M'BAIN, WONN, AUSTIN, CAVANAUGH. SITTING: HENRY, WHITE, SCOTT.

amongst us with his ever-pleasant smile and ready hand-shake, and gave good advice in plenty to those who heard him to carry to the Brothers at home—our Grand Chief, Warren S. Stone. Oh, I wish I could repeat the many things that he said. A few were: "Brothers, if you respect yourselves, your families, your employers, the good-will of the public, your country, or human life, do not indulge in the use of liquor on or off of duty;

piece of oratory, and the engineers feel proud, I am certain, to see one from their ranks rise to the very exalted position now occupied by this gentleman.

Brother Futch also spoke his piece. It was a large piece in short meter. He told us that from November, 1867, to date our insurance had paid out the vast sum of \$20,500,000, that our insurance was costing us about \$17 per 1,000 per annum, and the accident indemnity cost 48 per cent

of the premium of the best accident insurance company doing business in this country outside of our own. The nice, gentle way Brother Futch has of showing the ladies the advantages of seeing to it that their husbands carry a good insurance would be hard to beat, and I feel confident his good advice sank into fertile soil on this occasion.

The welcome address of Mayor Love was hearty and well received. If allowed to judge, I would say he is a model chief magistrate of a model city.

Now some might think I had forgotten the music—not so. I shall never forget it, but I shall not attempt to describe it, as that would be impossible. Both vocal and instrumental was rich, sweet and beautiful.

Then we were favored for a short time by that veteran of the Auxiliary, Mrs. Murdock. Her remarks were very good and were delivered with an earnestness that lent force to her utterances.

P. H. Morrissey, late Grand Master of the B. of R. T., now President of the American Railway Employees' and Investors' Association, delivered the greatest address I have yet heard from him, and it has been my privilege to hear him speak a number of times. I will not try to make any comment, but wish all to read it, and I assure you the time will be well spent. That address is to be found in full in the *Railroad Record* of July 10.

Then there were the sports and amusements out at Beach Park. The races and other contests were all hotly contested for and the prizes were well worth a good try at least. Then a tug-of-war team of heavyweights to represent engineers east and west of the Mississippi river tried for a beautiful loving-cup valued at \$80. How the Brothers did exert themselves for the prize, but to no avail; each team was there to win, so the result was a tie. One might as well try to move Pike's Peak as those engineers—it was impossible; so old Div. 98 still holds the cup open to all for future contests.

Then the fireworks. Well; again I will not spoil the effect with a poor description, but just say it was grand.

Division 98 started out to make this

union meeting a grand success, and neither expense nor trouble was spared to that end, and they were not disappointed, neither were their guests. To the numerous Brothers composing the committees from start to finish too much praise cannot be given. Fraternally,

F. BROUGHTON, Div. 251, Raton, N. M.

THE annual union meeting of our Canadian Brothers was held in Hamilton, Ontario, Canada, as scheduled on July 27, 28 and 29, and like the preceding ones proved to be a grand success socially and intellectually.

The committee of arrangements, composed of Brothers Jas. Oliver, general chairman, W. Pitt, chairman committee of arrangements, W. F. Baines, corresponding secretary, A. O. Griffith, treasurer, J. W. Taft, W. T. Leonard, H. McConnel, D. Edwards, A. W. Fitzsimmons, H. Johnston, D. Clark, T. J. Tracey and J. Beatty; and reception committee, Jas. McCulloch, chairman, W. J. McKeown, J. J. Beatty, W. Myers, J. Twomey, R. Mack, H. W. McKee, W. J. Sutterby, N. Sutherland, and W. Dearness, did their work in a manner that brought them great credit, as everything moved off smoothly and the pleasure of the great number of members and their families, of whom a large number were from the States, was continuous throughout their stay as the guests of the committee and Brothers of Hamilton.

Of the meetings and entertainments we glean the following from the *Hamilton Spectator*:

EDITOR.

The first day's proceedings began with a secret session held in Bennett's Theatre, with Bro. W. B. Prenter, F. G. E., presiding, with Grand Chief W. S. Stone and W. E. Futch, President Insurance Department, present. The attendance was large and the discussion on the subject of the internal affairs of the Order, in which many took part, was very interesting and instructive.

Shortly before noon the meeting adjourned and a group photograph of the members of the Brotherhood and Auxiliary was taken on the Court House Square by photographer Cunningham.

Another secret session was held, beginning at 2 o'clock p. m., at which it was decided to hold the next annual meeting at Toronto in 1910.

The grand auxiliary meeting was held in the assembly hall of the Conservatory of Music, and was attended by nearly 200 members with representatives from 41 divisions. Short addresses on the secret work were delivered by Grand President Mrs. Murdock, Grand Vice-President Mrs. Cassell, Mrs. J. Gowling of St. Thomas, and Grand Treasurer Mrs. Bailey of Buffalo.

At the conclusion of the work Mrs. Mains of Toronto, one of the grand vice-presidents, was made the recipient of a handsome cut-glass fern dish. The presentation was made by Mrs. McCulloch, and was acknowledged by Mrs. Mains. Mrs. McCulloch also presented a souvenir spoon to Mrs. Murdock, and the auxiliary of the order of Railway Conductors sent greetings and a handsome basket of flowers. The secretary was instructed to acknowledge their receipt.

EVENING RECEPTION.

Bennett's theatre was filled to overflowing in the evening, when a public reception was tendered to the visitors, and a splendid program was provided for their entertainment. James Oliver, chief engineer of the local division, presided, and introduced the speakers, and on behalf of the division welcomed the visitors to Hamilton. He said it was a pleasure to announce that the local division was never in better shape as regards members and finances.

In extending a cordial welcome on behalf of the city, Mayor McLaren thanked the Order for selecting Hamilton as its place of meeting. Hamilton, he said, had not been so honored by the brotherhood for eleven years. He congratulated the grand chief engineer and the grand president of the auxiliary in the position they hold, which he said were monuments to their ability and integrity. An organization with such principles as the Brotherhood espoused was bound to prosper, and he hoped that by the time it visited Hamilton again its membership would be doubled. He had no doubt but that much of the credit for the success of the Brotherhood was due the ladies. He thought that if other unions would adopt the golden rule as the Brotherhood had done, the millennium would soon be at hand. The first thought of the members of the Brotherhood was to benefit themselves and their employers, and when that principle was followed there was some assurance that the men would receive at least their just dues when they were asked for. He expressed the hope that the visitors would spend a pleasant time in Hamilton, and that they would go away with the most pleasant memories

of their visit, and return at as early a date as possible.

At this point Mr. W. F. Stuart, an employee of the T. H. & B. Railway, and who has written many very acceptable poems, was introduced, and read the following :

Welcome Address

To the Brotherhood of Locomotive Engineers

Men beneath the starry banner,
Men who praise the Union Jack,
Men of brawn and busy tollers,
Which speed along the railway track

You have now a short vacation;
You have come from far away.
But we hail you all as brothers,
And welcome you on this glad day.

In your eyes we see a sparkle,
A fire now glows within each breast;
Men of brain and men of muscle,
Who have always stood the test.

You have seen the days of battle,
Both here and o'er the restless seas;
Flags in triumph now are floating,
And kissed by every passing breeze.

Slavish chains have now been broken.
For you stood firm as a rock,
First to hear the call to duty,
First to feel the deadly shock.

You are first to face the danger,
Through flood and smoke and fiery breath;
How oft you see without a signal,
And save your train from wreck and death.

Oft such toil is not rewarded,
But you're gaining day by day.
Your worth is felt by every nation,
Which wait to join you in the fray.

Let the union stand united,
Struggling ever for the right,
Dawn is past, the day is breaking.
To chase away the shades of night.

From our own beloved Dominion,
From our rising hills and dales,
A thousand prayers are now ascending,
For the brave men upon the rails.

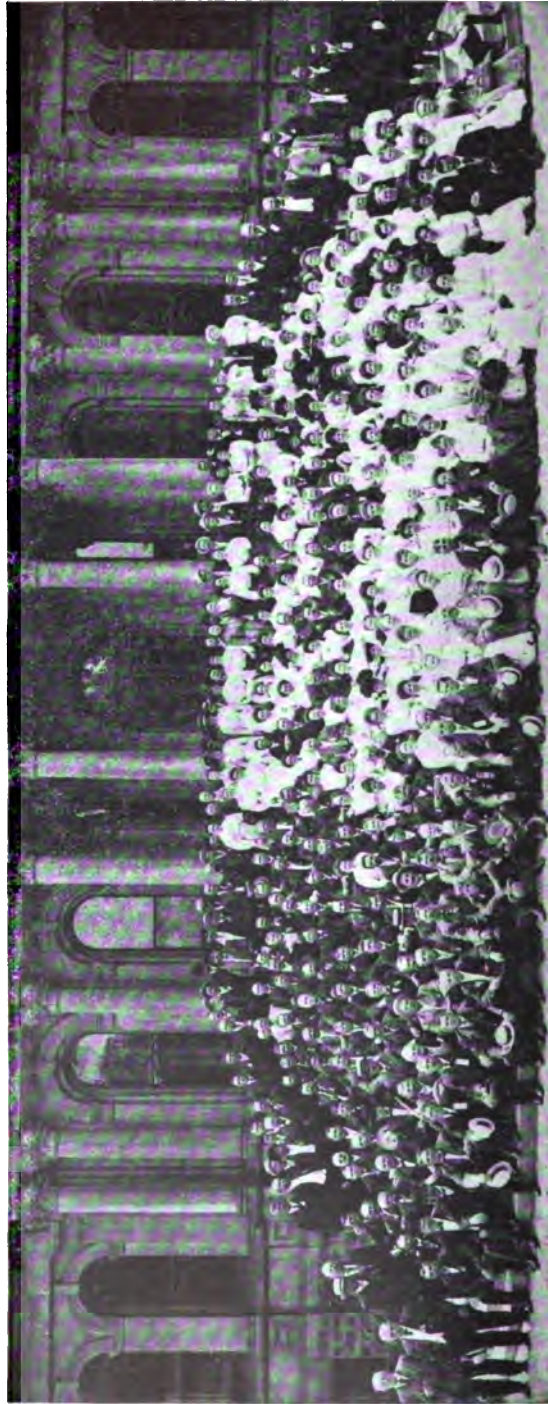
Stand erect and never falter,
Hitch your engines to the stars;
The cry will make the nations wonder,
Now all aboard for Planet Mars.

Now again we bid you welcome;
May each enjoy this transient stay;
Keep it green within your memory,
Whether near or far away.

In his happiest mood, W. H. Wardrope, K. C., spoke briefly on Canada. He congratulated the committee on the success of the gathering, and said

that only engineers and their wives would have the courage to listen to an address on such a warm evening. He also congratulated the Brotherhood and the Auxiliary on the splendid work done in the years of their existence, and characterized the work of caring for the disabled and the widows and orphans as Christlike. Speaking on Canada, he said it was now a country that would speak for itself, in spite of the fact that it had been looked on, in the not far distant past, with indifference by the people to the south of it, and by many in the old country. It had produced a race which had been heard of in the past and would be heard of in the future. Canadians rejoiced with the people of the United States in their prosperity and their beautiful women, but they were not at all anxious for annexation, but rather wished to stand on their own feet. He referred briefly to the history of the country since confederation, and in closing his remarks, Mr. Wardrope expressed the hope that the visitors would have a good time and that they would go away feeling that they had been made heartily welcome.

Rev. Father Brady thanked the committee for the honor of addressing the gathering, and with the others he extended a thousand welcomes, and expressed the hope that some of the young men would return to Hamilton for their wives. He spoke on the motto of the Order, and said that in all lines of commerce sobriety was demanded. The commerce of today was carried on with a rush, and none but a sober man could be placed at the helm with any degree of safety. He advocated total abstinence,



THE ATTENDANTS AT THE HAMILTON UNION MEETING PHOTOGRAPHED IN FRONT OF THE COURT HOUSE. — CUNNINGHAM, PHOTO. (ANYONE DESIRING THE PHOTOGRAPH OF THIS GROUP, 9X21 INCHES, CAN SECURE IT BY ENCLOSEING \$1 TO MR. CUNNINGHAM, PHOTOGRAPHER, JAMES STREET, NORTH HAMILTON, ONT.)

and said that there might not be any harm in taking one glass, but no person could define the line between sobriety and drunkenness. The members of the Brotherhood should also be true to themselves and their employers, and, above all, be true to their own souls. Justice, he said, was founded on right, and the supreme right of God claimed all that man had. Man had God-given rights and rights that were acquired, and those, he thought, should be respected by all men. Worship at whatever shrine they would there were certain truths that every man must accept, and one of them was morality. Man should love his God, his soul and his brotherhood, and he who was uncharitable and ungenerous was an unfaithful steward, and he who acted against his conscience was an immoral man. In closing, Rev. Father Brady urged the members of the Brotherhood to be true to themselves, for, said he, there was no greater hero than the engineer who stood at his post to protect the passengers at the time of a railway mishap.

Governor James Ogilvie, an ex-railway conductor, conveyed greetings from the Order of Railway Conductors, and amused the gathering by making some comparisons in the way switching was done by horses in his day, and the methods in use today. He referred to his experience on the road, and said that the first place at which he served as yardmaster was Moberly, Mo. He complimented the ladies on their work and expressed the opinion that the Auxiliary was the best thing ever introduced into the Order.

Rev. S. B. Russell, pastor of Erskine Presbyterian church, said he too felt honored at being asked to address the gathering. He expressed his pleasure at attending such a gathering and said he felt that it went far toward broadening the horizon and the intellect. He referred to the speedy locomotion called for today, and said that it demanded kindness, courage and discipline, and in his opinion the locomotive engineers were among the most diligent, intellectual and moral people of the land. He pointed out that during the recent business depression, the Brotherhood of Engineers had lost fewer members than any other organization. That, he thought, was due to their right living. He expressed the opinion that the men who founded the insurance department were men of wisdom, and he wished the organization the fullest measure of success.

There were 22 numbers on the program, and it became necessary for the Grand Officers to be brief or tire out the audience.

Grand Chief Stone expressed the gratitude of the engineers to the people of

Hamilton for the cordiality that had been shown them, after which he spoke briefly on what the Brotherhood stood for. He had found in his travels up and down the continent that there was in many places a deep-seated prejudice against labor unionism. He wished to state that the labor unions had come to stay, and that they were the one thing that kept anarchy in check. Destroy them and the days of the Commune would be here again. The Brotherhood was not organized for the purpose of looking after the wage scale of engineers so much as to raise the moral and intellectual standard in that profession, and he was certain of his ground when he stated that this had been ac-



A SNAPSHOT OF GRAND CHIEF BRO. W. S. STONE LEAVING HAMILTON, IN COMPANY WITH BRO. R. W. BUTTERELL, MEMBER OF 168, OTTAWA, CAN.

complished. The time was when the railway terminal was regarded as a tough place because of the rough character of the railroad men. Now they were welcomed in every place to which they went, and the Brotherhood, through its teachings, was largely responsible for this improved condition. The principles it stood for were sobriety, truth, justice and morality, and men who would not be ruled by these were not wanted in it. He also referred to its great work in caring for the widows and orphans of engineers whom disaster overtook, and those who were maimed or injured in the discharge of their duties. Their object was to make the Order one that would be respected by all, and to make it so invit-

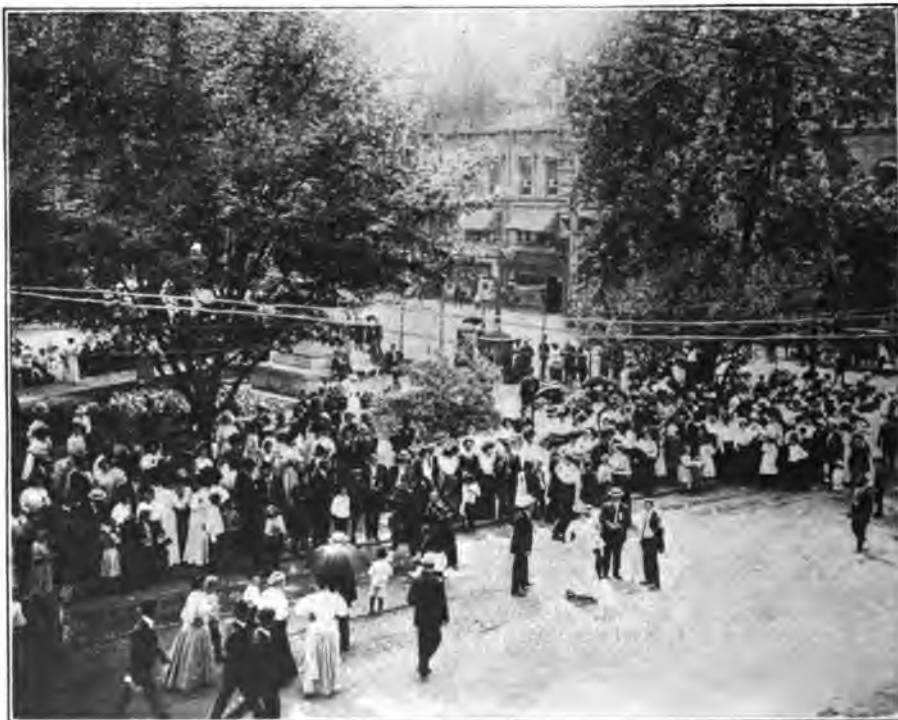
ing that all engineers would desire to become members of it.

Mr. Futch dealt with the insurance side of the Brotherhood, stating that there was \$113,000,000 insurance in force among 57,000 out of a total of 64,000 members, and it was their desire to have all take advantage of the life and indemnity insurance.

Mrs. Murdock gave a short but very interesting report of the work of the Auxiliary and made a strong plea for increased membership. She said it was an organization of which the ladies were proud, and she felt that they had good

W. B. Prenter on being introduced said he had figured that he was not due until 1:45 a. m. so he was ahead of time, but would not detain them long, and in his few remarks took occasion to remind the members that the work of the Order was not accomplished by a certain few, but by each member doing his part.

The musical portion of the evening's program was particularly good and was contributed to by Mrs. J. Faskin McDonald, Miss Marie Macartie, the Musurgia quartet and a chorus of little girls—engineers' daughters. Each of the performers was well received and an encore



THE CROWD AT GORE PARK WAITING FOR THE CARS SUPPLIED BY THE STANLEY MILLS COMPANY FOR THE TRIP THROUGH THE CITY.—Courtesy Bro. W. F. Baines.

reason to be proud, for if they did not run the affairs of the Brotherhood they did run those of the members. The Auxiliary, she said, had done much to educate the public to a better opinion of the engineers as citizens, and she thought it the duty of every engineer's wife to become a member and do her part. She said the Grand Auxiliary had now a membership of 18,000, and hoped to be able to contribute \$9,000 toward the erection of Highland Park Home, which, when finished, would be for the care of the aged and disabled engineers of both Canada and the United States.

was demanded in every case. Lomas' orchestra contributed a number of selections, and Dr. C. L. M. Harris acted as accompanist in finished style. The little girls sang "O Canada." The chorus was composed of Agnes Oliver, Ethel and Nellie Bond, Tena McGilvery, Ethel Mills, Marie McConnell, Lena Daley, Marguerite Tracey, Mabel Crowther, Rena Johnston and Irene Wright.

The program was very long, but the interest was such that the audience remained to the end, and as a whole pronounced the reception a grand success.

On Wednesday the 28th the visitors

were taken to Niagara Falls and the outing proved in all ways a success and thoroughly enjoyed. Splendid vestibule trains were placed at the disposal of the visitors by the G. T. R. and T. H. & B., and fast runs were made, both going and returning.

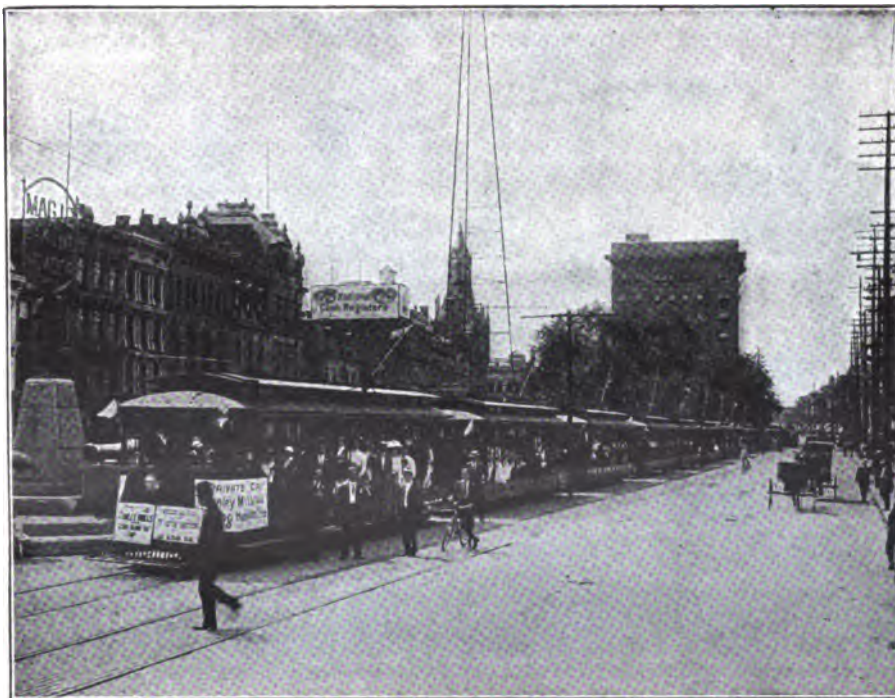
Accompanying the excursionists were the following officials of the roads:

Master Mechanic J. Christopher, of the T., H. & B.; Master Mechanic J. Markey, of the G. T. R.; Trainmaster Higginson, of the T., H. & B.; Trainmaster S. L. Truslor, of the G. T. R.; Traveling Engineer Robert Fish and George Cooper, of

in and forty seconds later the department was at the point designated. The fire laddies got a hearty cheer, and the chief a handsome bouquet from one of the ladies.

In the afternoon they were the guests of the Stanley Mills Company on a trolley ride around the city. With its usual enterprise the Stanley Mills Company did its part in entertaining the visitors, and for this purpose chartered 20 of the largest cars of the local electric lines.

Leaving Gore Park at 2 o'clock, the party, which numbered about 1,200, was taken to the east end incline and treated



THE ATTENDANTS AT THE UNION MEETING SEEING THE CITY AS GUESTS OF THE STANLEY MILLS COMPANY, WHO CHARTERED THE CARS.—Courtesy Stanley Mills Company.

the G. T. R., and Locomotive Foreman J. Ellis, of the T., H. & B., who did all in their power and exerted themselves to the utmost to make everything pleasant for the visitors.

They left Niagara Falls on the return trip at 4:30 p. m., the evening being devoted to a moonlight sail on Lake Ontario. Those who did not desire this listened to a concert.

The visitors spent the morning in the stores of the city and various manufacturing establishments, more particularly the Westinghouse plant. Many were taken to the Central fire station and shown a hitchup, after which an alarm was turned

to a view of the city from the mountain top. That proved a very enjoyable surprise to the many of the visitors, who were in no way backward in expressing their delight and surprise at the beauty of the city. From Wentworth street the return was made by King street to the Terminal station. The route of the trip was then along Catharine street to Main, to James, to Herkimer, to Locke, to King, to James, to Barton, thence to Maple Leaf Park. At the park the visitors were treated to an abundance of orangeade, ice-cream and cake, and when full justice had been done to the good things provided, attention was

given to the amusement devices, which were fully enjoyed.

It had been arranged that the annual tug-of-war, for which Grand Secretary Prenter donated a silver cup, should take place at the close of the afternoon, and when the time arrived the excitement commenced. The teams representing the Canadian and American engineers were selected, and on the first pull the Canadians walked away with their opponents, despite the fact that the Americans had an anchor man weighing 325 pounds. It was the intention to decide the contest on two pulls out of three, but after the first pull the Americans withdrew, and the Canadians were declared the winners of the cup. The personnel of

The meeting as a whole was a success in every respect, to the credit of the committee, and the visitors left an impression with the people of Hamilton to be proud of as the following indicates:

"Speaking to a *Spectator* representative of his guests of the afternoon, Edwin Mills, of the Stanley Mills Company, said that in all his business career he had never met a jollier or more agreeable lot of strangers. Said he: 'No matter where you find them, they are always good natured, and the men are the most gentlemanly for a crowd of sight-seers, with whom it has been my lot to meet.' Of all the six sight-seeing



THE WINNING TEAM IN THE TUG-OF-WAR.—Photo. by T. G. Drake. Courtesy Bro. G. W. Drake, Div. 308.

the teams and the divisions they represented were as follows:

Americans—G. A. French (anchor), 112; D. Rivers, 328; A. McDonald, 244; J. B. Luce, 3; A. Hesler, 86; R. McNeil, 304; W. DeWitt, 421; A. G. Bowe, 629; R. A. Griffin, 33; W. H. Dowker, 100; T. Jarvis, 235; J. A. Errickson, 157.

Canadians—J. M. Maines (anchor), 295; J. W. Dean, 558; R. J. Jamieson, 558; F. A. Goddard, 558; R. H. Titus, 663; J. McCouam, 168; P. Burrell, 240; P. Bruce, 558; G. Hardy, 240; T. McCarthy, 296; R. Wilson, 133; T. J. Tracy, 133.

At the conclusion of the competition, three cheers and a tiger were given by the visitors for Hamilton and Canada, and the Canadians acknowledged the compliment by cheers for the U. S.

excursions which the firm had conducted, this was the most satisfactory, for all seemed to enjoy it to the fullest extent."

SPECIAL NOTICES

SMO. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

Subdivision.

57—Peter Healy.

587—B. E. Spaulding.

Wanted—To know the whereabouts of John M. Beaghan, who worked on the Santa Fe Railroad

three or four years ago, and before that on the Chicago & Alton. Kindly address Mrs. A. J. Coleman, 758 West 4th street, Williamsport, Pa.

Anyone knowing the whereabouts of George Baldridge, who ran out of Springfield, Mo., and later at Chaffee, Mo., will confer a favor by corresponding with Samuel C. Mathews, 3104 Washington avenue, St. Louis, Mo.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Marshall, Mich., July 30, Bro. J. B. Palmer, member of Div. 2.

Los Angeles, Cal., June 30, cancer, Bro. W. H. Williamson, member of Div. 5.

Indianapolis, Ind., July 18, heart trouble, Bro. Wesley H. Carbaugh, member of Div. 11.

Indianapolis, Ind., Aug. 14, cancer, Mrs. Sarah J. Howland, ex-president G. I. A. Div. 128, and wife of Bro. Jabez Howland, member of Div. 11.

Kalamazoo, Mich., Aug. 2, killed in collision, Bro. O. D. McCrory, member of Div. 12.

La Crosse, Wis., July 22, pneumonia, Bro. W. S. Blanchett, member of Div. 13.

Hornell, N. Y., Aug. 3, Bro. Lorenzo D. Holden, member of Div. 15.

Rochester, N. Y., July 14, suicide, Bro. Wallace W. Dancy, member of Div. 18.

Lewiston, Me., July 29, heart disease, Bro. D. P. Eaton, member of Div. 40.

Bartlett, N. H., July 13, Bright's disease, Bro. E. E. Hubbard, member of Div. 40.

St. Louis, Mo., July 5, Mrs. Caroline McBride, wife of Bro. Peter McBride, member of Div. 42.

Baltimore, Md., July 29, crushed by tender, Bro. James H. Burgan, member of Div. 52.

Lowell, Mass., July 31 rupture, Bro. A. I. Gifford, member of Div. 61.

Springfield, Mass., Aug. 5, Bro. E. A. Tripp, member of Div. 68.

Marletta, O., July 8, Bro. E. J. Mason, member of Div. 65.

Lansdale, Pa., July 24, killed in wreck, Bro. Frank Saltner, member of Div. 71.

Louisville, Ky., Aug. 13, heart trouble, Bro. Jerry Corkery, member of Div. 78.

Moberly, Mo., July 24, washout, Bro. W. A. Flowers, member of Div. 86.

Middlesboro, Ky., July 10, paralysis, Bro. J. B. Cotty, member of Div. 86.

Peoria, Ill., May 28, old age, Bro. Henry Teal, member of Div. 92.

Cincinnati, O., July 8, Mr. Paul Snabley, father of Bro. John Snabley, member of Div. 95.

Washington, D. C., July 15, heart trouble, Bro. W. C. Sartin, member of Div. 97.

Clinton, Ind., July 18, paralysis, Bro. A. O. Ward, member of Div. 100.

Des Moines, Ia., July 21, congestion of the brain, Bro. M. J. Gill, member of Div. 113.

Brockville, Ont., Can., Aug. 15, Bro. S. Rothwell, member of Div. 118.

New York City, July 24, Bright's disease, Bro. Wm. E. Kirkland, member of Div. 145.

New York City, July 30, paralysis, Bro. Wm. A. Canfield, member of Div. 145.

Spokane, Wash., July 26, erysipelas, Bro. W. H. Pulford, member of Div. 147.

Spokane, Wash., July 16, paralysis, Bro. B. F. Bump, member of Div. 147.

Washington, D. C., Aug. 11, cancer and dropsy, Bro. John W. Rullman, member of Div. 160.

Arlington Heights, Ill., Aug. 1, Bro. Isaac Crotely, member of Div. 171.

Smithville, Ga., Aug. —, killed by accident, Mrs. J. E. Booker, wife of Bro. J. E. Booker, member of Div. 210.

Plattsburg, N. Y., Aug. 2, clot of blood on brain, Bro. Thos. McNally, member of Div. 217.

Knoxville, Tenn., Aug. 13, engine turning over, Bro. S. R. Bush, member of Div. 239.

Dunmore, Pa., June 27, injuries received in wreck, Bro. Frank T. Montgomery, member of Div. 276.

Oakland, Cal., July 16, diabetes, Bro. Wm. Wright, member of Div. 283.

Coupon, Pa., July 28, heart trouble, Bro. G. J. Sager, member of Div. 287.

Buffalo, N. Y., July 20, paralysis, Bro. Geo. C. Halt, member of Div. 328.

Olean, N. Y., June 28, struck by bridge, Bro. G. E. Knapp, member of Div. 345.

Baltimore, Md., July 23, carbuncle on neck, Bro. Adam Hansrote, member of Div. 352.

Calgary, Alberta, Can., Feb. —, Bro. F. L. Patrick, member of Div. 355.

Wellston, O., July 11, struck by bridge, Bro. Ed. Greenwood, member of Div. 358.

Norwalk, O., July 17, cancer of the stomach, Bro. Geo. H. Sanford, member of Div. 360.

New Albany, Ind., July 18, killed in wreck, Bro. Norman Byrn, member of Div. 361.

East Las Vegas, N. M., July 9, acute ptomaine poisoning, Bro. Geo. W. Rue, member of Div. 371.

Ft. Madison, Ia., Aug. 7, engine derailed, Bro. J. A. Coulter, member of Div. 391.

Jackson, Mich., June 6, Mrs. Alfred Updike, member of Div. 9, G. I. A. to B. of L. E., and mother of Bro. Chas. Updike, member of Div. 396.

San Bernardino, Cal., July 4, heart failure, Bro. L. E. Jackson, member of Div. 398.

Seattle, Wash., June 19, engine jumped track, Bro. Geo. A. Zeigweid, member of Div. 399.

Washington, Pa., July 30, diabetes and gangrene, Bro. Geo. W. McCabe, member of Div. 416.

Indianapolis, Ind., July 12, Bright's disease, Bro. John Sheehy, member of Div. 492.

Noma, Fla., July 16, Bro. J. A. Bordin, member of Div. 495.

Texarkana, Tex., July 26, engine turning over, Bro. J. W. Mackin, member of Div. 496.

Pinckneyville, Ill., July 16, Bro. J. C. Patterson, member of Div. 512.

Savannah, Ga., July 9, typhoid fever, Bro. J. A. Townsend, member of Div. 554.

Chicago, Ill., July 16, head-on collision, Bro. W. E. Barker, member of Div. 724.

Lethbridge, Alberta, Can., July 14, paralysis, Bro. John J. Callahan, member of Div. 750.

Las Cascades, C. Z., Panama, July 11, laudanum poisoning, Bro. R. S. Gill, member of Div. 756.

Melville, Sask., Can., Aug. 3, Bro. Hughie F. Brown, member of Div. 764.

Bedford Station, N. Y., July 20, struck by electric locomotive, Bro. Henry A. Buckley, member of Div. 788.

Richmond, Va., June 24, Miss Elizabeth Richards, daughter of Mr. S. R. Richards, general inspector mechanical department N. Y., N. H. & H. R. R.

The name of Bro. H. D. Clark, member of Div. 81, appeared in the obituary column of the August JOURNAL. This was an error, as Brother Clark's name should have appeared under the head of reinstatements.

ADMITTED BY TRANSFER CARDS

Into Division—

- 5—A. Dart, from Div. 114.
 Thos. Kane, from Div. 660.
 23—C. S. Wilson, from Div. 738.
 34—Wm. F. Booth, from Div. 693.
 42—F. W. Gratiot, from Div. 123.
 60—H. E. Chalmers, Geo. Beese, from Div. 525.
 111—J. A. Brecher, from Div. 885.
 134—J. F. Powell, from Div. 241.
 147—E. R. Stevens, M. J. Maloney, from Div. 262.
 161—D. G. Jones, from Div. 222.
 162—Nicholas Ivory, from Div. 479.
 186—Z. V. White, from Div. 44.
 Fred Spencer, from Div. 58.
 199—C. E. Draper, from Div. 109.
 203—Fred W. Nelson, from Div. 77.
 261—Wm. Ashworth, from Div. 346.
 314—R. C. Broadbuss, W. L. McCray, from Div. 532.
 356—Guy S. Porter, from Div. 150.
 391—B. F. Cool, from Div. 644.
 396—Wm. P. Beeler, Andrew Verlin, from Div. 234.
 399—John S. Howell, from Div. 362.
 Chas. E. Zinke, from Div. 540.
 Albert E. Larson, from Div. 394.
 416—Robert McQuay, from Div. 255.
 439—W. L. Staples, from Div. 63.
 442—T. R. Cogan, from Div. 123.
 447—I. W. Gillett, from Div. 12.
 453—John Gorman, from Div. 228.
 488—T. D. Riggs, from Div. 748.
 493—James Hayward, from Div. 290.
 495—Frank McQuesten, from Div. 489.
 504—James W. West, Jerry La Duke, from Div. 695.
 Fay H. Tibbs, Samuel G. Clark, from Div. 392.
 565—C. M. Deltzer, from Div. 329.
 587—Zack Farmer, Oscar J. James, Geo. A. Martin, from Div. 587.
 J. J. Haskins, from Div. 28.
 609—A. G. Gish, from Div. 539.
 614—Nick Cadie, from Div. 599.
 J. E. Aiken, from Div. 585.
 622—F. A. Richey, from Div. 453.
 629—F. H. Anderson, from Div. 720.
 641—Watson Clawson, from Div. 54.
 646—W. W. Adderson, from Div. 309.
 664—W. G. Fifeild, from Div. 161.
 667—B. Watt, D. Gould, from Div. 585.

- 671—Fred W. Blum, from Div. 768.
 674—H. L. Jennings, from Div. 708.
 680—Jno. Roach, from Div. 366.
 692—J. E. Goltra, from Div. 218.
 706—Geo. M. Wilson, from Div. 431.
 709—Asa Reynolds, from Div. 589.
 713—Henry Conerty, from Div. 224.
 J. F. Collins, from Div. 222.
 D. K. Weidman, from Div. 325.
 736—J. C. Frates, P. J. Donovan, from Div. 574.
 E. B. Jones, from Div. 666.
 737—J. R. Russell, from Div. 583.
 750—Geo. Emil Cudoba, from Div. 322.
 753—Chas. J. Reddy, from Div. 91.
 756—J. M. Brown, from Div. 594.
 L. S. Morris, from Div. 210.
 757—F. C. Sanner, from Div. 411.
 758—Frank K. Chandler, from Div. 147.
 John Pischke, Jas. McGrath, from Div. 69.
 Geo. W. Koontz, from Div. 540.
 761—John A. Wiles, from Div. 633.
 Frank V. Winsor, from Div. 208.
 J. F. Whitney, from Div. 593.
 A. Boltz, from Div. 710.
 763—P. C. Lowe, from Div. 527.
 769—Robert H. Walthour, from Div. 570.
 772—Wm. P. Best, from Div. 310.
 782—E. A. DaPrato, Jno. S. Higgins, from Div. 547.
 783—R. W. Dauchy, Arthur D. Buckley, Frank A. Jenkins, M. B. Deady, E. D. Robinson, G. Cook, P. A. Acker, Oliver Hallett, Thos. J. Wetheral, C. B. Wheeler, from Div. 145.

WITHDRAWALS

From Division—

- 70—Edward Drew.
 78—Pat Ryan.
 134—Geo. K. Anderson,
 Wm. Dazc.
 197—P. J. Bailey,
 H. L. Stewart.
 251—C. C. Reynolds.
 262—M. P. Cheney.
 312—H. C. Skillings.

From Division—

- 370—Wm. C. Cox.
 413—Walter Scott.
 419—H. A. Cherrier.
 490—Frank Walters.
 522—W. C. Miller.
 553—W. J. Karnes.
 624—W. T. Kepford.
 745—Walter A. Moore.

REINSTATEMENTS

Into Division—

- 23—J. M. Du Bose.
 31—H. D. Clark.
 41—Jos. E. Winters.
 77—Thos. C. Phillips.
 119—H. B. Campbell.
 138—A. J. McDonald.
 147—Frank K. Chandler.
 200—Geo. Eagan.
 222—J. F. Collins.
 301—S. F. Allen.
 304—Chas. R. Clark.
 343—Henry Earnst.
 371—I. E. Grosscup.
 416—Ralph Adams.
 419—H. A. Cherrier.

Into Division—

- 425—C. O. Bissell.
 427—R. H. Read.
 473—Lee Northern.
 477—R. H. Burge.
 501—H. V. Rousseau.
 516—John J. Gormley.
 547—A. O. Nankivell.
 577—John E. Buss.
 624—E. G. Martin.
 C. W. Carson.
 668—A. C. Madden.
 672—B. F. Holt.
 686—Thos. Henderson.
 714—E. J. Grady.
 738—C. S. Wilson.

EXPELLED

FOR NON-PAYMENT OF DUES.

From Division—

- 116—Geo. O. Webster.
 179—C. C. Cummings,
 C. M. Ward,
 A. P. Moran.
 250—W. M. Relgel,
 N. L. Manbeck,
 C. E. Freeburn,
 Geo. B. Kerstetter.
 270—W. C. Ravenscroft.
 339—Larkin Turner,
 Walter A. Horton,
 Geo. W. Steele.
 346—L. S. Holly.
 386—C. S. Thomason,
 H. W. Preston,
 V. N. Davis.
 437—J. C. McNearney.

From Division—

- 457—D. J. Logan.
 505—Thos. Jones,
 B. F. Carpenter.
 560—Fred Thorpe,
 Wm. Murphy,
 Frank Lyons,
 Jesse W. Harding,
 Thos. P. Batle.
 585—J. F. Collins.
 627—Wm. J. Schneider,
 Wm. Melckson.
 636—F. M. Scott.
 645—L. S. Millard.
 684—J. E. Randall.
 713—H. A. Davis,
 W. S. Groesbeck.
 J. D. Gatenby.

FOR OTHER CAUSES.

- 19—Ed Lafolette, non-attendance and forfeiting insurance.
 H. B. Nelson, forfeiting insurance and violation of Sec. 89, Statutes.
 H. Caughlin, forfeiting insurance.
 22—Jesse T. Robbins, violation of Sec. 53, Statutes.
 23—E. B. Mooney, forfeiting insurance.
 25—C. H. Simmonds, violation of obligation.
 77—Alfred G. Merritt, forfeiting insurance.
 100—J. R. Mahoney, E. L. Wood, forfeiting insurance and non-payment of dues.
 110—F. B. Wenle, violation of obligation and non-payment of dues.
 J. B. Starbuck, violation of obligation, non-payment of dues and forfeiting insurance.
 156—J. M. Niner, violation of Sec. 53, Statutes, and unbecoming conduct.
 183—H. J. Wells, forfeiting insurance.
 200—Albert J. Reineier, forfeiting insurance and non-payment of dues.
 210—G. F. Hill, violation of obligation.
 M. P. Lee, under the influence of liquor while on duty.
 250—W. M. Kline, violation of Sec. 51, Statutes.
 279—J. H. Lavine, non-payment of dues and forfeiting insurance.
 287—Archie Kemp, violation of obligation and forfeiting insurance.
 301—F. A. Smith, forfeiting insurance and non-payment of dues.
 309—J. A. Perry, C. Hubert, J. A. Nelson, non-payment of dues and forfeiting insurance.
 312—T. S. Peak, intoxication.
 326—Wm. McGuire, violation of obligation.
 339—C. B. Pusey, non-payment of dues and forfeiting insurance.
 340—T. J. Moorer, forfeiting insurance.
 361—John Helms, forfeiting insurance.
 368—Wm. Wing, J. E. Downs, violation of Sec. 36, Standing Rules.
 409—W. B. L. Wall, forfeiting insurance and non-payment of dues.
 436—W. J. Hussey, dropping insurance.
 444—L. E. Gribbens, forfeiting insurance.
 I. E. Church, E. E. Bush, forfeiting insurance and non-payment of dues.
 448—J. W. Mays, unbecoming conduct.
 459—Harry Fralick, forfeiting insurance and non-payment of dues.
 W. F. Farrell, forfeiting insurance.
 464—S. D. Jerome, J. G. Newmyer, forfeiting insurance.
 472—Marcus H. Sloan, non-payment of dues and forfeiting insurance.
 H. F. Stauffer, intoxicated while on duty.
 475—Wm. McElroy, forfeiting insurance and non-payment of dues.
 495—E. B. Mershon, non-payment of dues and forfeiting insurance.
 499—Henry Therres, W. A. Lamberson, L. P. Baty, forfeiting insurance and non-payment of dues.
 535—A. W. Cook, violation of obligation.
 587—W. F. Simms, F. H. Reitzer, F. A. Pope, forfeiting insurance and non-payment of dues.
 589—W. N. Andrews, non-payment of dues and forfeiting insurance.
 606—Fred L. King, non-payment of dues and forfeiting insurance.
 609—W. P. Lilly, violation of obligation, forfeiting insurance and non-payment of dues.
 623—G. A. Nash, forfeiting insurance and non-payment of dues.
 646—E. E. Wallace, non-payment of dues and forfeiting insurance.
 652—Wm. H. Yeager, unbecoming conduct and intoxication.
 693—John C. Porteous, forfeiting insurance and non-payment of dues.
 695—Henry H. Jentz, non-payment of dues and not corresponding with Division.
 715—John R. Hope, non-payment of dues and not corresponding with Subdivision.
 722—A. Madoushek, forfeiting insurance.
 742—Fred J. Hayward, forfeiting insurance.

The report to this office of the expulsion of Bro. J. E. McAbee from Div. 501, notice of which appeared in the July JOURNAL, was a mistake, as Bro. McAbee is a member in good standing of Div. 501.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.**CHANGE OF ADDRESS.**

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

OLD ADDRESS.

Postoffice..... State.....

☐ Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 760-762
AND SPECIAL ASSESSMENT.

SERIES I.

OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING,
CLEVELAND, OHIO, Sept. 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS:—You are hereby notified of the death or disability of the following members of the Association:

*Three assessments for payment of these claims and a fourth assessment which is the annual special assessment for the Expense Fund, are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$3.50 from all who are insured for \$3,000, and \$5.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

*NOTE—Annual Special Assessment of 50 cents is ordered to be collected this month and is included in amount stated above, to be paid by each member. A form will be sent to each Insurance Secretary for Special Assessment report.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 15th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass'n.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
709	Edw. S. Elliott...	63	277	Aug. 17, 1891	Apr. 1, 1908	Blind right eye....	\$1500	Self.
710	J. W. Louthart...	42	448	May 4, 1894	Apr. 4, 1909	Blind.....	3000	Self.
711	John Hichman...	60	14	June 20, 1881	May 2, 1908	Blind right eye....	3000	Self.
712	A. G. Lounsberry	45	24	Feb. 10, 1901	July 13, 1908	Blind right eye....	3000	Self.
713	E. J. Valley.....	57	704	Nov. 5, 1890	May 13, 1909	Suicide.....	3000	Self.
714	C. A. Trexler.....	34	514	Dec. 24, 1903	May 23, 1909	Tuberculosis.....	1500	Margaret E. Valley, w.
715	M. C. Davis.....	39	543	Mar. 21, 1909	June 18, 1909	Killed.....	3000	Annie L. Trexler, w.
716	G. A. Zeigweid....	46	399	May 15, 1905	June 19, 1909	Killed.....	3000	Wife and children.
717	John Myers.....	31	48	Sept. 2, 1883	June 20, 1909	Nephritis.....	3000	Mary D. Zeigweid, w.
718	M. M. Wade.....	31	212	Apr. 7, 1908	June 22, 1909	Eye removed.....	3000	Mary Myers, w.
719	Wm. A. Criswell...	30	676	Oct. 7, 1908	June 30, 1909	Killed.....	3000	Self.
720	Jos. A. Townsend	24	554	July 6, 1908	July 8, 1909	Typhoid fever....	1500	Mrs. M. J. Criswell, m.
721	W. W. Dancy.....	54	13	Sept. 20, 1898	July 14, 1909	Suicide.....	1500	Augusta Townsend, s.
722	John Callahan....	46	750	Apr. 1, 1890	July 14, 1909	Apoplexy.....	750	Mary L. Dancy, w.
723	W. C. Sartain....	46	97	Feb. 6, 1895	July 15, 1909	Heart failure....	1500	Mary Callahan, w.
724	W. E. Barker.....	35	147	Aug. 5, 1902	July 16, 1909	Killed.....	1500	Lizzie A. Sartain, w.
725	Benj. F. Bump....	51	283	June 1, 1902	July 16, 1909	Apoplexy.....	3000	Ella B. C. Barker, w.
726	Wm. Wright.....	32	403	May 25, 1900	July 16, 1909	Diabetes.....	1500	Ada V. Bump, w.
727	A. Hill.....	31	358	Jan. 28, 1906	July 16, 1909	Sufoacted.....	3000	Anna C. Wright, w.
728	E. B. Greenwood	30	495	May 28, 1907	July 16, 1909	Drowned.....	1500	Ellen Hill, m.
729	Jas. A. Bardin....	62	361	Oct. 17, 1895	July 18, 1909	Killed.....	1500	Amelia Greenwood, w.
730	Norman Byrn....	49	11	Oct. 17, 1902	July 18, 1909	Heart trouble....	1500	Wife and children.
731	W. H. Carbaugh...	33	24	Feb. 25, 1904	July 19, 1909	Shot.....	1500	Rose E. Carbaugh, w.
732	Hays Graddy.....	36	100	Feb. 25, 1906	July 19, 1909	Cerebral syphilis.	1500	Elizabeth Graddy, w.
733	Albert O. Ward....	57	328	Apr. 24, 1895	July 20, 1909	Apoplexy.....	1500	Ethyl Ward, w.
734	Geo. C. Halt.....	34	783	Apr. 26, 1908	July 20, 1909	Killed.....	1500	Mrs. Geo. C. Halt, w.
735	Henry Buckley...	85	113	Dec. 17, 1905	July 21, 1909	Hemorrhage.....	1500	Sidonia L. Buckley, w.
736	M. J. Gill.....	37	13	May 19, 1904	July 22, 1909	Pneumonia.....	1500	Nellie Gill, w.
737	W. S. Blanchett...	55	852	Sept. 23, 1901	July 23, 1909	Carcuncle of neck.	1500	Gertrude H. Blanchet, w.
738	Adam Hansrote...	41	86	May 27, 1900	July 24, 1909	Drowned.....	1500	Lillie Hansrote, w.
739	Wm. A. Flowers...	40	71	May 27, 1902	July 24, 1909	Killed.....	750	Mrs. A. Flowers, w.
740	Frank Saltner....	53	145	July 23, 1894	July 24, 1909	Diabetes.....	1500	Anna Saltner, w.
741	Wm. Kirkland....	45	286	Mar. 25, 1893	July 26, 1909	Killed.....	1500	Wm. E. Kirkland, w.
742	Michael Powers...	62	496	Jan. 9, 1893	July 26, 1909	Killed.....	1500	Parents.
743	J. W. Markin.....	73	10	Aug. 25, 1886	July 28, 1909	Bright's disease..	1500	Nellie Markin, w.
744	Jas. S. Mather....	61	40	Sept. 19, 1892	July 29, 1909	Heart disease....	3000	Agnes Mather, w.
745	D. P. Eaton.....	58	52	Aug. 15, 1884	July 29, 1909	Killed.....	1500	Mrs. D. P. Eaton, w.
746	Jas. H. Burgan...	52	416	Nov. 27, 1905	July 30, 1909	Diabetes.....	1500	Mrs. Jas. H. Burgan, w.
747	Geo. W. McCabe...	51	147	Aug. 13, 1898	July 31, 1909	Nephritis.....	1500	Emma B. McCabe, w.
748	Wm. H. Pulford...	54	171	Jan. 6, 1890	Aug. 1, 1909	Killed.....	1500	Corra Pulford, w.
749	I. Crotley.....	40	12	Dec. 20, 1903	Aug. 2, 1909	Killed.....	1500	Mrs. I. Crotley, w.
750	O. D. McCrory....	60	15	Dec. 6, 1897	Aug. 3, 1909	Hemorrhage of sto'ch	4500	Rosamond McCrory, w.
751	L. D. Holdren....	37	217	Jan. 8, 1906	Aug. 3, 1909	Heart disease....	1500	Rachel M. Holdren, w.
752	T. H. McNally....	54	53	Apr. 22, 1892	Aug. 4, 1909	Tuberculosis.....	1500	Stacia McNally, w.
753	F. E. Ethridge....	79	63	Apr. 20, 1897	Aug. 5, 1909	Arterio sclerosis..	1500	Anna S. Ethridge, w.
754	E. A. Tripp.....	63	2	May 22, 1892	Aug. 7, 1909	Stomach trouble...	1500	Mrs. H. F. Tripp, w.
755	J. B. Palmer.....	48	194	Jan. 13, 1903	Aug. 8, 1909	Killed.....	1500	Bertha E. Palmer, d.
756	T. H. Motter.....	56	21	Apr. 6, 1895	Aug. 8, 1909	Killed.....	3000	Allice Motter, w.
757	Jos. Lewis.....	61	160	May 24, 1880	Aug. 11, 1909	Cancer.....	3000	Margie Lewis, w.
758	J. W. Rullman....	57	78	Jan. 19, 1898	Aug. 13, 1909	Heart disease....	4500	Mrs. J. W. Rullman, w.
759	Jerry Corkery...	53	75	Sept. 6, 1903	Aug. 13, 1909	Nephritis.....	1500	Lizzie Corkery, w.
760	G. H. Seidel.....	37	462	Dec. 1, 1901	Aug. 13, 1909	Killed.....	750	Ella B. Seidel, w.
761	H. H. Johnson....	66	227	Sept. 17, 1883	Aug. 14, 1909	Cholera morbus....	3000	Mrs. Murphy Carter, s.
762	Lewis E. Roberts							Mrs. L. E. Roberts, w.

Total number of claims, 54. Total amount of claims, \$111,000. Digitized by Google

Financial Statement.

CLEVELAND, O., Aug. 1, 1909.

MORTUARY FUND FOR JULY.

Balance on hand.....	\$145,479 05
Paid in settlement of claims.....	117,750 00
Surplus.....	\$ 27,729 05
Received by assessments 583-586 and back assessments.....	\$138,013 90
Received by assessments 654-657 by the Association.....	1,071 13
Interest for July, 1909.....	648 60
	\$89 21 \$140,122 84
Balance in bank July 31, 1909.....	\$167,851 89
EXPENSE FUND FOR JULY.	
Balance on hand.....	\$ 11,835 59
Received from fees.....	218 02
Balance.....	\$ 12,053 61
Expenses during month of July, 1909.....	4,991 02
Balance in bank July 31, 1909.....	\$ 7,061 69

Statement of Membership.

FOR JULY, 1909.

Classified represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessments 583-586.....	2,818	33,541	14,055	2,450
Members from whom as- sessments 583-586 were not collected.....	314	2,471	614	4
Members carried by the Association.....	4	164	340	26
Applications and rein- statements received during month.....	—	172	62	23
Totals.....	3,166	36,348	15,071	2,503
From which deduct poli- cies terminated by death, accident, or otherwise.....	8	123	39	6
Total membership July 31, 1909.....	3,158	36,225	15,032	2,497
Grand total.....				56,912

Weekly Indemnity Claims Paid August 1, 1909.

Cl'm	Div.	Name	Amt. Paid	Cl'm	Div.	Name	Amt. Paid
51	68	H. E. Crouch.....	\$ 300 00	94	575	W. E. Esterly.....	31 43
*55	86	W. P. Carlisle, Adv.	125 00	95	197	H. C. Van Cleave...	71 43
56	212	Harry Dean.....	77 14	96	569	H. Hollar.....	60 00
57	585	John Tracey.....	40 00	97	199	B. R. Kreis.....	31 43
58	80	L. Bulson.....	17 14	98	200	A. M. Johnson.....	66 43
59	660	A. W. Knuff.....	102 86	99	297	John Whitney.....	85 71
60	743	R. E. Hughson.....	46 43	100	86	C. D. Maddux.....	40 00
61	553	Robt. W. Harris.....	14 29	101	418	J. L. Weaver.....	65 71
62	15	J. R. Swift.....	19 29	102	69	W. Atkinson.....	100 00
63	260	P. J. Donovan.....	32 14	103	216	F. P. Bridge.....	20 00
61	585	J. E. Baker.....	22 86	104	333	W. J. Tremain.....	22 86
65	213	Robt. Louey.....	25 71	105	569	L. B. Fuller.....	60 00
66	436	Thos. W. Cox.....	145 71	106	427	Wm. Gardner.....	20 00
67	216	C. P. Bond.....	71 43	107	232	Wm. V. Stapp.....	20 00
68	177	C. H. Baldwin.....	60 00	108	232	J. E. Kline.....	48 57
69	553	F. P. Stults.....	60 00	109	182	R. J. Cashion.....	97 14
70	177	W. D. Lewis.....	125 71	110	24	C. D. Oland.....	25 71
71	696	J. W. Eskew.....	62 86	111	1	H. H. Dodds.....	70 71
72	33	H. J. Billington.....	77 14	112	500	W. P. Ferrell.....	65 71
73	415	J. B. Kirkbride.....	25 71	113	24	Clyde Hafell.....	12 86
74	588	A. F. Rose.....	65 71	114	202	Wm. A. Keye.....	237 14
75	317	W. C. Bruhn.....	11 43	115	86	C. C. Barclay.....	280 00
76	78	J. L. Burkhardt.....	20 00	116	46	James Hagar.....	20 00
77	401	W. J. Stanley.....	38 57	117	225	W. E. Evitts.....	48 57
78	86	F. M. Nichols.....	40 00	118	267	E. L. Winslow.....	17 14
79	358	D. B. Morrey.....	41 43	119	115	Frank Zwienner.....	17 14
80	202	S. P. Olesen.....	145 71	120	218	G. T. Coffman.....	15 00
81	372	W. H. McWhorter.....	19 29	121	501	J. N. Doak.....	25 71
82	325	John H. Barton.....	202 86	122	595	M. J. Barrett.....	62 86
83	703	J. M. Kiser.....	22 86	123	495	A. I. Ingram.....	14 29
84	78	H. T. Pope.....	54 29	124	609	W. H. McNerney...	20 00
85	78	C. P. Bailey.....	45 71	125	86	W. Russ.....	57 14
86	140	A. K. Hall.....	43 57	126	478	W. T. Stone.....	65 71
87	343	Jas. Buchanan.....	19 29	127	119	L. A. Webb.....	34 29
88	294	L. G. Johnson.....	12 86	128	695	C. N. Martin.....	145 71
89	17	W. E. Baldwin.....	70 71	129	372	Perry Zimmerman..	40 00
90	415	H. Gunn.....	42 86	*705	*83	J. R. Reshires, Adv.	175 00
91	282	O. H. Losness.....	34 29	*953	523	C. R. Kimbro, Adv.	182 00
92	602	P. J. Burke.....	20 00				
93	252	E. B. Reilly.....	28 57				
							\$1989 83

Total number of Weekly Indemnity Claims.....75

*Number of advance payments on Claims.....3

Indemnity Death Claims Paid August 1, 1909.

Cl'm	Div.	Name	Amt. Paid
33	218	Conrad Wohmlieh.....	\$2000 00
			\$2000 00 \$6889 83

Total number of Death Claims, 1.

Weekly Indemnity Claims paid from Dec. 1, 1906, to July 1, 1909..... 80,910 48

Indemnity Death Claims paid from Apr. 1, 1907, to July 1, 1909..... 57,000 00

\$137,910 48 \$144,800 31

W. E. FUTOH, President.

M. H. SHAY, Gen'l Sec'y & Treas.



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A Story of Pompeii.

BY LEAH INGERSOLL.

(Copyright, 1903, by American Press Association.)

More than nineteen centuries ago a number of pagan priests filed through the streets of the Greco-Roman city of Pompeii and entered the forum. Leaning upon the pedestal of the equestrian statue of Marcus Aurelius stood a young man, Aneus Verus, who turned to look at the procession and a lamb they were leading to the sacrifice. His eye was

caught by a Roman maiden who followed in their wake.

"By Hercules!" he said to himself. "It seems to me that all the pretty girls in this benighted town become vestal virgins. And they are important, too, since these villainous priests are not permitted to sacrifice even a lamb to Jupiter without one of them in attendance."

As the girl passed by the young man she looked up and caught his admiring gaze. At the same moment a marble Cupid perched on a pedestal on the line of rectangle inclosing the forum let fly



TEMPLE OF ISIS, POMPEII, AFTER EXCAVATION IN 1765.

an arrow and pierced the virgin heart. The procession moved to the upper end of the forum, climbed the steps of the temple of Jupiter and disappeared within its sacred inclosure.

What passed during the next few days between the youth Verus and the vestal Livia is buried in the dead century. The story next takes up how they met at night in the only untenanted place in Pompeii, a vacant space where during the day workmen were building a temple to Venus. There the young man, who had been affected by the doctrines of the new sect of Christians, persuaded the vestal that her gods were false, that her vows were not morally binding. There they loved, each conscious that if discovered a horrible fate awaited them. Alas! One night when they were clasped in each other's arms a lean, hungry-looking priest, bespattered with the blood of his last sacrifice, confronted them.

The next day, while the judges were sitting in judgment on the elevated porch of the temple of Justice, the lovers were drawn up through holes from the prison directly beneath the judicial chairs and brought before them. There was nothing to be said in their defense, and they were sentenced, the man to be devoured by wild beasts in the amphitheater, the girl to be burned alive.

All this occurred in the year 79, counting from the birth of Jesus, who had been put to death on the cross by the advocates of the waning pagan religion. During the trial of the lovers Vesuvius, a few miles to the northward and in view of the judges, was emitting a film of smoke, accompanied by an occasional faint groan as if condemnatory of the trial of the two young people.

From that moment the attention of the people was attracted to the volcano. A column of something that looked like a pale gray smoke continued to issue from the crater, spreading out like a gigantic mushroom. Some time after the first explosion ashes began to fall upon Pompeii. Some of the people talked of the scene to take place in the arena on the morrow, when Verus was to be given to the lions. Others connected with Livia were shuddering at the coming moment when she would step upon her funeral pyre. But most of the knots standing about in the forum, in the streets and in the gardens in the rear of the rich men's houses, were watching the mountain and the column of ashes issuing from its summit.

But they did not look long, for the great canopy that had unfolded from the bowels of the earth covered the sky, shut out the light of the sun and enveloped the city in darkness. Then an aw-

ful horror took possession of the throngs. A struggling mass of men and women dragging their children moved to escape from under that frightful fall of ashes.

Verus, sitting in his prison, heard the bolt turn in the lock and, going to the door, saw the dim form of his jailer fleeing down the narrow passage leading to the sea gate. Something white flitted by him. He seized it and held Livia. There was a momentary joy at escaping from death by lions and fire, but it was quenched by the prospect of being smothered by ashes or poisoned by noxious gases. Hand in hand they plunged down the narrow passage between high stone walls to the sea gate, and passing through it, labored on to the shore. There they found the Mediterranean, sympathizing with its neighbor, angrily tossing its waves. To the northward the road led to the volcano; therefore, turning south, they rushed on toward the little town of Stabia.

Now they stumbled over obstacles covered by the volcanic deposit, now floundered through drifts of ashes. Livia finally sank exhausted. Verus caught her and carried her in his arms past groups of men, women and children who were falling by the way, the dead here and there showing their dim outlines under the ashes.

Gradually as they receded from the mountain the way became lighter, and as Verus approached Stabia he saw the sails of a Roman fleet. But his object now was to get as far as possible, not only from the mountain, but the lions and the funeral pyre. After a rest at Stabia he carried his burden on to a strip of beach, where he found a trireme, on which he and Livia were taken to Rome.

Livia became a Christian and Verus became a bishop in the new church. The ashes of both, together with those of the earlier generations of their children, are now to be found in the catacombs at Rome.

A Run with the Extra Freight.

BY FRANK H. SWEET.

(Copyright 1909, by American Press Association.)

To live within sight and hearing of a railroad, to have a big brother who is an engineer on that railroad and to make trips with him whenever he will allow and school does not interfere, is a state of things calculated to please the average boy, and it did please Roy Kinsley, who was rather more than the average.

When he could sit on the high seat opposite Hal he felt like a king, and the only thing he needed in order to make him perfectly happy was a chance to run

the engine, if only for a few minutes. But that was something which Hal, who was a very careful engineer, never allowed.

Yet Roy seldom lacked occupation while on the engine, for if the bell was not to be rung nor the whistle to be blown, he could always help Jack Dunn to fire.

One afternoon Hal came home looking vexed.

"Roy, do you want to go up to Silverton with me tonight?" he asked as his brother met him at the door. "Here I'm just back from my run and have got orders to take an extra freight up the

boy like you. It isn't like taking a turn at the shovel whenever you fancy."

"Well, I can go and will," declared Roy, following his brother toward the station, "and when I get too tired and lazy to work my passage I want to be put off."

A few minutes later the freight train pulled out of the yard. There were only three cars, and Hal grumbled to himself that it wasn't worth the trouble it caused. This seemed to be the opinion of the conductor, who wore a remarkably gloomy countenance and appeared to be much out of humor, although he said nothing whatever.



HEADQUARTERS B. OF L. E., CLEVELAND, O., LOOKING TOWARD THE DOCKS AND LAKE FROM THE LOCATION OF THE NEW OFFICE BUILDING.—Photo. by the Editor.

branch tonight, which means only four hours' sleep, if I get any. But that isn't the trouble. Dunn's sick and not fit to be out of bed, much less at work. I can't get another man before morning, so you see how it is. Will you fire this trip for me?"

"Of course I will!" exclaimed Roy. "It's just what I want. Hooray!"

He rushed about to get his cap, overalls and heavy coat. Hal smiled at the boy's excitement.

"You won't be quite so chipper by the time we get to Silverton," said he. "It's hard, rough work enough when you have to keep at it steadily even for a strong

The Silverton branch ran through an almost uninhabited country to a large mining settlement some thirty miles from the junction.

The single track was shut in by thick woods on both sides throughout the greater part of this distance and was consequently far from presenting any objects of interest along its way. But Hal Kinsley did not find fault with it on that score. He had no grade crossings, switches nor signals to watch, no stray cows nor reckless men to avoid running over and no other trains to bother him.

"If railroading was always like this," he remarked at the end of a few miles,

"there would be a good many less accidents and a good many more engineers dying of old age. But still there's always a drawback somewhere."

"I don't see any now," Roy objected between two shovelfuls.

"You will, though, before we've gone much farther. Look at all this smoke! it means that the woods up the line are on fire and that we shall have to run in a smother so thick that we shan't be able to see our smokestack half the time."

Just then a man came scrambling over the tender into the cab. It was the conductor, Tom Brainerd, who looked even

indifferently. "It isn't the first time we've seen a brush fire. Don't you remember last fall down on the southern branch when we"—

"Yes, yes; I remember that well enough!" snapped the conductor in an irritated manner. "But there's some difference between then and now, I can tell you. If we get through all right it'll be because"—

He stopped short in what he had been about to say, took another long stare ahead and then, without speaking again, climbed back over the tender, swung himself upon the first car and disappeared.



EAST HALF OF PUBLIC SQUARE, CLEVELAND, O., LOOKING SOUTH FROM B. OF L. E. HEADQUARTERS, SOCIETY FOR SAVINGS BUILDING.—Photo. by the Editor.

more dejected than when they started.

"Bad night, isn't it, Kinsley?" said he, staring through the front windows down the smoky vista made by the road, now rapidly growing dim in the twilight. "That fire was working toward the line when I came down this morning. We shall run pretty close to it, I'm thinking, for it shows a light already."

He pointed to a place where, in the distance, the darkening sky was stained with a dingy red glow which pulsed and flushed as the aurora does on a cold winter night.

"Well, what if we do?" returned Hal

"What's got into Tom Brainerd to-night?" said Hal. "I never saw him this way before. If I didn't know he never touches a drop I should say he'd been drinking, but that can't be."

During the next half hour Brainerd repeatedly appeared on the top of the car, gazing toward the rapidly increasing light ahead. The occasional glare from the furnace door showed the same anxious, alarmed expression upon his usually stern face.

The cars were so few that he had no brakeman with him. This fact might account for his restlessness, since it

obliged him to keep watch of the train. But why did he come here? He could have kept watch as well from his proper position in the lookout on the rear car.

"What can be the trouble with him?" Hal asked when Brainerd appeared for the tenth time above them. "He seems to be terribly afraid of that fire, but I can't see why he should be scared."

The train, making good time, had half finished its journey. The smoke had become so thick that nothing could be seen a rod away, and through it came the intermittent flashes of the great fire.

which isn't probable, for the roadway is too wide for that. We'll blister our paint a trifle and maybe have to put out a blaze or two on the cars, but that'll be all. I've been in just such places before."

A few minutes passed, and then, as if a curtain had been drawn away, the smoke disappeared and the train plunged into relatively clear air between two lines of flaming trees which sent up great gushes of fire under the hurrying clouds of black vapor that they had rolled into the sky.



WEST HALF OF PUBLIC SQUARE, CLEVELAND, O., LOOKING SOUTH FROM B. OF L. E. HEADQUARTERS, SOCIETY FOR SAVINGS BUILDING.—Photo. by the Editor.

The air grew hot, and little drifts of ashes formed against the projecting parts of the locomotive. Sparks and dead cinders rattled against the cab windows.

"We are running right into it," said Hal, coughing and wiping his inflamed eyes upon his coat sleeve without removing either hand from the machinery.

"And it looks to me as if it was sweeping up on both sides of us," added Roy. "Is there any danger, Hal?"

"N-no," answered the engineer—"that is, not unless the heat warps the rails,

As far down the track as one could see, away to the vanishing point where the two burning fronts of the forest seemed to join, it was the same.

"Whew!" exclaimed Hal. "This is a scorcher! I'll let her out a bit and make a rush through it."

Just then Brainerd leaped into the cab.

"What are you doing, Kinsley?" he shouted. "You are not going on?"

"Going on?" gasped Hal, utterly amazed. "Of course I'm going on. I'm not afraid of a little fire, I hope; but, by George, Tom Brainerd, I believe you are."

"Reverse, quick, man, and back us out!" said Brainerd in a harsh, vehement voice, seizing the engineer's arm with both hands. "Yes, I'm afraid. Reverse her, I tell you."

Hal pushed the conductor aside with a thrust of his strong elbow. "Don't you know better than that?" cried he angrily. "What's the matter with you, Tom Brainerd? You act like a crazy man."

"I'll be a dead one and you and the boy, too, if you don't back out," persisted Brainerd. "Do you know what we've got for freight?"

Hal and Roy looked at him half frightened. He had certainly lost his senses they thought.

"No; and I don't care," said Hal. "But what is it?"

"Blasting powder!" screamed the conductor.

"What!" cried the brothers together.

"Yes, tons of it for the Silverton mines. And the handlers loosened the staves of two or three kegs when they loaded it, so that there's loose powder scattered all about the next car."

Kinsley pulled the throttle wide open.

"Sit down, Tom," he commanded calmly without looking at the conductor. "We can't go back. The fire's all along that way by this time. We must put her through. Coal up, Roy, but not too much. Quick, boy!"

When in a position of peril a determined, strong-willed man makes up his mind to a certain course there is something about him which makes all others yield to his plans. Brainerd did not attempt to assert his authority over the train, but sat perfectly still, his fists clinched, his eyes set. Roy, pale-faced, but steady, fed the firebox as if he were a part of the machinery.

The engine leaped and bounded under Hal's hard driving, crashing and rattling so fiercely that the roaring flames on either side sent no sound to the ears of those in the cab.

Suddenly Brainerd sprang up, took a spare shovel, some cotton waste and a bucket of water and left the cab. Roy, turning, saw him on top of the freight car, scraping off the sparks and swabbing out the little fires which started upon the dry boards of the roof.

"Tom's a brave fellow," said Hal. "It was the worry and dread that made him weaken. You see, he knew where the fire was and knew what he had got to carry through it if he met it. But he's all right from this on."

Hal had momentarily taken his eyes off the track while saying this. When he turned them back he gave a nervous start and then, seizing the whistle cord,

signaled "Down brakes!" while with the other hand he closed the throttle.

"Jump, Roy, and put on our brakes back there!"

A great burning tree lay across the rails ahead. Even while Roy threw his weight on the brakes he was thinking, "What shall we do now?" and before he had finished turning the iron wheel he had thought.

The drag and jar behind showed that Brainerd, obeying Hal's signal, was setting the car brakes, and soon, the reduced speed allowing it, Hal reversed.

The locomotive, sliding and grating along, came slowly to a stand some yards from the blazing obstruction.

Before the train stopped Roy had opened his knife and cut away the leather curtain which closes the back of every engine cab. Rolling up the curtain, he plunged it into the water tank, drew it out dripping wet, threw it over his shoulders, and with an ax in his hand, jumped down and ran forward toward the burning tree.

Now he felt the heat as he had not felt it before, when under cover and fanned by the current of air made by the speed at which they had moved. The hot atmosphere struck through the soaked leather, and on his bare hands it was like glowing iron.

Roy chopped blindly on, and as he did so he wondered confusedly whether he could hold out long enough to finish his task and, if he could, how the ponderous trunk might be moved off the track. All the time he had in his mind the terrible contents of those tinder box cars now standing motionless beneath a shower of sparks.

"It's all up with us, I guess," he thought, still swinging the ax.

A voice came faintly to him from the rear. It was Hal's.

"Come back, Roy!"

With one final blow he felt the tree trunk break. Then he somehow managed to stagger to the side of the engine, and his brother lifted him on board.

"I can do the rest," said Hal.

He turned on the steam, backed some distance, and then ran full tilt at the divided tree.

The pilot caught it, tossed it aside, and it fell end over end into the ditch. Once more the train flew on with wide open throttle.

The smoke came down again; the fire receded into the woods; the scorching heat diminished. As the train, leaping out of the forest into the cleared land around Silverton, drew up at the little station, Roy, who had lain exhausted on the footboard ever since his brother had pulled him up, looked up. He saw Tom

Brainerd coming in, black, blistered and without a particle of hair, eyebrows or mustache remaining.

"Well, boys," said he cheerfully, "the fast powder freight's on time."

It was ahead of time, too, and in a badly damaged condition. The engine's gay paint and varnish were peeling off in great flakes, and the bright brass-work was tarnished and blackened. The seared, charred cars were wonders to look at, especially when one thought what they held.

Tom Brainerd must have worked desperately all the time the train was in the burning forest in order to save them.

"Well, I did jump around rather

as she sat in her big green rocking-chair, holding a corner of her checked gingham apron to her streaming eyes. "I reckon the very cheer I'm sittin' in 'll have to go, and I'll be turned out with nothin' but the clothes on my back."

A tall, slender girl about 16 years old who had been kneeling by her grandmother's chair vainly trying to comfort the old lady rose and said: "Oh, no, grandmother; I don't think it will be as bad as that. I will see to it that your old chair and grandpa's are not sold. You can save out such things as you care for most, but you know that we shall not need half of the things in the two little



BRO. A. L. DOMINIQUE, 511, H. ERRETT, 653, B. OF L. F., Morgan, L. & T. R. R. and S. S. Co., LaFayette, La.—Courtesy A. L. Dominique.

H. LAUNDRY AND O. SLUNN, 317, B. OF R. T.

lively," Tom admitted, "but it was no more than right for me to pay for my scare somehow."

Hal was the same as ever. The only praise he gave Roy was contained in one remark, but this remark conveyed the greatest compliment he could bestow.

"You'll make a railroad man some day, sonny," was what he said.

The Vendue at Mrs. Pickett's.

BY FRANK H. SWEET.

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"I never reckoned I'd live to see the day when my things would be sold at a vandoo!" sobbed poor old Mrs. Pickett

rooms that we're going to live in at the village."

"Two little rooms in the village!" cried out the old lady, throwing up both hands, with a fresh burst of tears. "And I've got to come down to two little rooms when I've been used all my life to plenty of room with my big closets and but'ry and good dry cellar and nice garden, and all that! Oh, Dotty, what could your Grandpa Pickett have been thinkin' of to be so keerless? Dear me, dear me!"

"He didn't know, grandmother. None of us could know that he'd be taken away as he was," replied the girl, her own eyes filling with tears.

Grandfather Pickett had been killed in-

stantly by a fall from his hay now two months before. He had been a kind and good man, but upwisely eccentric in some respects, since he had always made it a rule to tell no one, not even his wife, of his business affairs.

"Women hain't no head for business. Their capacity lays in other sp'eres," had been one of Grandfather Pickett's sayings. So his wife had never been taken into his confidence, and at the time of his death she knew almost nothing about his private affairs.

Some truths she soon discovered, to her sorrow. One of them came home to her with stunning and cruel force five days after the funeral, when Mr. Hiram Parks, a money lender living in the village, came to tell her, in his cold, businesslike way, that the mortgage he had held for ten years on the Pickett farm had never been paid and that a settlement must now be made. He had, besides, a note for \$500 given him by Grandfather Pickett at the time the latter had built his new barn and added the last 20 acres to his farm. On this note nothing but the interest had been paid.

Poor, dumfounded Mrs. Pickett had not even known of the existence of the notes.

"And my husband never paid you anything on the note nor the mortgage?" she asked Parks.

"No, ma'am; nothing but the interest. That was paid up regular enough. He often said he could pay some on them both if he'd a mind to, but he'd rather wait and pay it all off in a lump. I supposed from that that he'd money in the bank or loaned out so it was bringing in more interest than he was paying me."

But a careful search among Mr. Pickett's papers did not give evidence that anyone owed him a dollar, and a visit to the bank at the village proved that he had no money there.

"He never would put money in the bank," said Mrs. Pickett. "That was one of his odd ideas, and he'd never pay for anything in payments. He always wanted to pay it all in a lump. But I always thought that mortgage must be 'bout all paid off, and it can't be that we've lived up all we've got out of the farm all these years, with us sellin' three and four hundred dollars' wuth of stock at a time. If Ira had only told me more 'bout his affairs! Now I've got to meddle with business, whether I've any head for it or not. Dear me, dear me!"

All her lamentations ended with that pathetic "Dear me!" and a sorrowful shake of her gray head.

Mrs. Pickett and her granddaughter, Dorothy, were left alone. Dorothy was

the daughter of Mr. and Mrs. Pickett's only child, who, with his wife, had died when Dorothy was but 5 years old, and since that time she had been the light and joy of the fine old farmhouse.

"And I've taken such comfort in thinkin' that your gran'pa an' me would leave you so nicely provided for and in a home of your own when we were gone. Dear me, dear me!"

"It doesn't matter about me, grandma," Dorothy said. "I am sorry only on your account. I can teach or sew or work in a store or do something else, and we can be very cozy and comfortable in our two snug little rooms. There will be some money left for you after the note and the mortgage are paid."

It was decided that there should be a public sale or vendue of the effects not needed for the new home to which they were to go. A "vando" was usually attended by everybody in the neighborhood, and the occasion was a semiholiday. So there was general interest when the posters appeared announcing that Mahala J. Pickett, executrix of the estate of Ira W. Pickett, would on October 10 offer for sale such and such carefully described articles.

Mrs. Pickett had a sorrowful duty in indicating the things she consented to sell.

"They shan't have my mahog'ny chist of drawers, nor my haircloth sofy, nor my flowered carpet, nor my two big rockin' cheers that my father and mother begun housekeepin' with. And they shan't have—oh, dear, dear! There's nothin' I do want 'em to have!"

Poor old lady! She found that even the simplest and most ordinary of her belongings were dear to her.

"There's that green cupboard with the glass door, Dotty," she said. "I s'pose it'll have to go. We've got the red one, and I s'pose we shan't want two. And there's that old oak chist up in the attic—it might as well go, and I reckon Rachel Day 'll bid it in. She wanted to buy it of me once, 30 years ago. I can't bear to think of her havin' any of my things, and I'll warrant she'll come and bid in the very ones I hate to part with most."

"Perhaps she won't come to the sale at all, grandma," said Dorothy.

"Yes, she will!" replied Mrs. Pickett positively. "I know Rachel Day. She'll be here to glory over my trouble. It'll be 20 years this fall since she and I spoke, and she never come to your grandpa's funeral, and I know from that that we shall never speak ag'in. I'd an idee she'd come then. Such good friends as we used to be—girls together and so intimate that we had our dresses and bon-

nets just alike! And for 20 years we ain't spoke, though we've met hundreds of times. Dear me, dear me!"

Sweet of face and gentle of manner as Mrs. Pickett was, she was a woman of strong prejudices and great firmness. She never sought a quarrel and never continued one long if forced into it. She simply and for all the time dismissed her enemies from her friendship and affection.

"When I'm done with anybody," she said, "I'm done with 'em!"

Acting on this unkindly and un-Christianlike principle, she had "dropped" a friend of her girlhood and early woman-

Other friends came and spoke words of cheer and sympathy, but Rachel Day, prosperous and happy, kept aloof. Occasionally she glanced toward her old friend as she sat on the porch, a pathetic figure in her widow's weeds, her gray head bowed and her handkerchief often at her eyes, but if Mrs. Day felt sorry for Mrs. Pickett she did not say so.

"Going, going, going, gentlemen and ladies! Four and a half has been offered for this solid oak chest, as good as it was the day it was made. Four and a half I'm offered. Who'll make it five? Five, five, five—who says it? Are you all done, ladies and gentlemen? Third



PARTY OF ENGINEERS' WIVES AND FRIENDS ENTERTAINED BY MRS. J. M. KNAPP, 65, AT HER HOME IN HAMDEN JUNCTION, O. THOSE PRESENT WERE:

Mrs. Dircks, Brandenburg, Adams, Cadden, Thomas, Cromer, Reynolds, Knapp.
Mrs. Gettle, MacChorter, Sheets, Davisson, Sultz, Walters.
Mrs. Collins, Miss Davisson, Mrs. Ogier and son, Mrs. Ruhman.

hood 20 years before the death of her husband.

Her son had quarreled with the only son of her dearest friend, Mrs. Rachel Day. The mothers had unwisely taken up the matter, and not even the common sorrow that came upon them in the deaths of the sons in after years had served to bring them together. Each had waited for the other to speak, and both had kept silence.

Mrs. Day came to the vendue, as Mrs. Pickett had predicted.

Mrs. Pickett sat in the big rocking chair on the porch and watched the progress of the sale through a mist of tears.

and last call and—sold for four and a half to the lady with the brown silk dress and black lace shawl!"

The lady with the brown silk dress and black lace shawl was Rachel Day. Mrs. Pickett fancied she saw a gleam of triumph in the eyes of the new owner of the chest.

Mrs. Day bought several of the things offered, and Mrs. Pickett added to her sorrow a sting of resentment and injured pride with each purchase Rachel made.

"She does it only to aggravate me," Mrs. Pickett thought. "But let her go on if it does her any good. A kin hold spite long as anybody, but I wouldn't show it in

such a way as this, if I was Rachel Day."

The vendue came to a close early in the afternoon, and the people departed, taking their new possessions with them. Mrs. Day was the last to go, and when she drove out of the farmyard her wagon was well laden with the things she had purchased.

Mrs. Pickett broke down entirely when she and Dorothy were left alone in the almost empty house. Mr. Parks had given them until next week to complete their arrangements for leaving. Then he proposed to take possession of the house and farm.

Dorothy found much to do during the rest of the day. The one cow her grandmother had kept had strayed away, and when milking time came Dorothy went in search of her.

It was nearly dark when she returned, driving the cow through the grass of the

"Yes, in that secret place in the lid. Don't you remember it?"

"I do now that you speak of it, Rachel. But I'd forgotten all about it before. It's been so many years since the chest was used."

"Well, I remembered it soon as I saw the chest," replied Mrs. Day, "and when I got home with the things I'd bought today and they'd been carried into the house and I found time to look them over I put my finger right on the spot where the spring was in the chest lid. The little door dropped, and a roll of bills came tumbling down into the chest."

"I was so upset at first, Mahala, that I couldn't believe my senses, and when I'd pinched and shaken myself to prove that I was awake I found it was true and that the cavity in the lid was full of bills—more than enough to pay off the mortgage and almost enough to pay the note."

"And you brought it right over to me! Oh, Rachel!"

"Of course I did, Mahala. Whatever my other failings are, hateful and holding spite for years, and all that, I'm honest, Mahala, and I wouldn't touch a pin I'd no right to."

"I know you wouldn't, Rachel, and I didn't mean to hint that you would. But I'm so glad you brought the money yourself."

"I did think of sending it," said Mrs. Day, "but as I sat thinking it all over and how glad you'd be to get it in the middle of your trouble, I began to feel sorry for you, Mahala, and the sorrier I got the more ashamed

I was of myself, and the chest and everything together called back old times until I just laid my head on the chest and had a good long cry. I got up feeling kinder and tenderer toward you than I've felt for twenty years, though there's been times when I've wanted to make up bad enough, but I was afraid you wouldn't."

"I'd been glad to, Rachel."

For a long time the old ladies sat, forgetting and forgiving the past and renewing a friendship not to be broken in the future.

With the money Grandfather Pickett had secreted so carefully in the old chest and the proceeds of the sale Mrs. Pickett easily made up enough to pay off her husband's indebtedness. Mrs. Day returned the articles she had bought at the sale, and Mrs. Pickett gradually regained possession of her most cherished household treasures.

"I never could bear the thought of



AN EXCURSION PARTY, MEMBERS OF G. I. A. DIV. 228, AND B. OF L. E. DIV. 561, RICHMOND, VA.

Mrs. O'Brien, DeCoursey, Carpenter, Koontz, Hite, Adams, 228. Bro. O'Brien, Carpenter, Koontz, C. E., Master Hite, Adams, 561.

meadow lot. She had left her grandmother alone and was surprised to hear voices in the kitchen when she returned to the house with her milking pail.

Looking at an open window, she was still more surprised to see in the gathering gloom a woman kneeling by her grandmother's chair, while Mrs. Pickett was shaking her head in a dazed kind of way and saying:

"I don't understand it, Rachel. It seems to me I must be dreamin' and that I'll wake up pretty soon and find it ain't so!"

"But you ain't dreaming, Mahala," Dorothy heard Mrs. Day say, with a hysterical and tearful little laugh. "It's all true as gospel. Here I am kneeling right by you, and there's the money right in your lap."

"And you found it in that old oak chest that I thought had been empty for 20 years?"



BRO. C. W. M'LEOD, C. E. 26, BRO. T. N. DURVIN,
F. A. E. 321.—Courtesy Mrs. W. G. DeCoursey, 228.

havin' a vandoo made of my things," said Mrs. Pickett afterward during one of her weekly visits to her old friend Rachel, "but if I hadn't made a vandoo of 'em it ain't at all likely that money 'd ever been found in my day and you and I never would have made up. So there are 'gains for all our losses and balms for all our pains,' as the poetry book says."

"That's so, Mahala," said Mrs. Day.

The Man in the Red Car.

BY HOWARD FIELDING.

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Miss Leigh was running away from home. Let the fact suffice for the moment; the young lady's reasons will appear in due time.

It was about 10 of the evening, a crisp, clear night, with a bright moon in the sky. The shadows of bare branches lay black and still; they looked rigid and brittle, as if one could pick them up and break them. The door of the old coach house, recently transformed for the accommodation of automobiles, was open, and there was a light within, but Miss Leigh had been on the watch and had seen Bates, the chauffeur, cross to the kitchen. He would not stay long, yet long enough.

She had meant to take the runabout, but it was in a corner, and everything stood in its way. Close by the door and

headed outward stood the red car, which she liked least, but its position determined her choice. Within one minute she was on the road and no one had seen her. All was well thus far.

It would be a run of about 30 miles to the home of her very dearest and best friends in Princeton, where she expected to set up her camp and make a treaty with her father. The friend was happily married. She had abandoned many luxuries for the sake of love and now lived simply in a little house. Miss Leigh was sure of a sympathetic welcome, but she was not equally sure of the road, and, above all, she feared mishap in passing her uncle's house, about a mile from her own. On such a pleasant evening there might be half a dozen young people by the gate.

As she came in sight of that spot, around a turn of the road, she saw two cars beside the way, and she checked her own vehicle very suddenly in a mass of shadow. Thence she looked out keenly and could discern no one in the cars or anywhere about, so she decided to run the gauntlet.

She put on the power, and nothing happened. The propulsive mechanism seemed to be working, but the car did not move.

Miss Leigh had not the least idea what was the matter. She had only a fair



BRO. PETIT 314, BRO. JOHNSON 314, BRO. J. O'BRIEN 332,
SISTER O'BRIEN 228.—Courtesy Mrs. W. G. DeCoursey 228.

weather acquaintance with the red car. She could run it when it behaved well, but its less amiable moods were a mystery. It was now doing its very worst. It would not budge an inch, and it continued to assail the ear of night with a most villainous racket. Miss Leigh jumped out and, after a hasty glance toward her uncle's house, turned to the refractory automobile.

Instantly the girl was stricken into the semblance of a statue, petrified with amazement and terror. There was a man in the red car!

The thing was impossible, a nightmare, a piece of black magic. Yet the man was there. He sat directly behind the place which she had just vacated, his arms carelessly resting on the back of that very seat. A rough looking man he was, wearing a red sweater, a heavy dark jacket and a queer cap set on the back of his head.

"What's the matter?" said he in rather a pleasant voice.

The girl's hands went to her heart.

"You frightened me!" she gasped.

The fellow wagged his head slowly.

"That isn't possible," said he. "Nobody can frighten you. You have to frighten yourself. I might hurt you, but nothing in the world or out of it can scare you unless you let it."

"Where did you come from?" she demanded.

"Dreamland," he replied. "I must have been asleep when you took the car out. The first thing I knew we were on the road."

"I want you to get out and go right straight away," said she.

He smiled upon her, as it were, indulgently.

"Have you considered the subject?" said he. "Do you really wish me to go away, or do you wish me to mend the car? It's broken down, hasn't it?"

The man's perfect calm had begun to have its effect upon Miss Leigh. She felt some disposition to use her reason, which terror had at first dethroned. If this fellow had meditated robbery he would not have waited so long. His opportunity was perfect when he sat behind her in the car.

"Can you mend the car?" said she. "Do you know anything about automobiles?"

"Several facts of great importance," he replied, alighting.

"What were you doing in our garage?" she demanded.

"My original intention was to meditate," said he, "but I fell asleep."

He busied himself about the mechanism of the car, and she perceived that he was not without knowledge of it. She

had quite ceased to be afraid of him. Good nature seemed to radiate from the creature.

"You're a tramp," she said, "an educated tramp."

He wagged his head somewhat mournfully. "My education is not what I could wish," he said. "As to my way of life, it pleases me, and, though it is looked down upon and hurlesqued and made a jest of in the comic papers, I intend to stick to it. Somebody must do it, so why not I?"

"Do what," said she—"tramp?"

"If some ride too luxuriously through this world, others must walk," said he. "You mustn't take me for an anarchist," he added. "I'm a pillar of law and order. But my tastes are simple. I fashion my life upon a pattern of frugality which seems to bring me happiness, and I can't help wishing that the world would do the like. Society is an awful spendthrift."

"And now, young lady," he proceeded in a different and more decided tone, "there is nothing the matter with this car. If I tell you what to do you can do it and the car will run. But shall I really be serving you?"

"What do you mean?"

"May I ask where you are going?"

"Certainly not," said she. "It is no affair of yours."

He leaned back against the car and regarded her earnestly.

"You are running away," said he.

"How dare you say so!"

"Consider, my young friend," he responded. "Can it have been by accident that you came to the carriage house the instant that the chauffeur left it? What will he think when he finds the car gone? For a trifle you would not have given him cause to suspect that the car had been stolen."

"How do you know all this?" she demanded. "You said that you were asleep."

"I merely guessed it," he replied, "but now I see that it is true. Why are you leaving home?"

"You can have no interest in me," she cried. "You ask these questions merely to emphasize your advantage. I cannot go except with your permission. Very well; name your price. But it must not be high," she added, with sudden prudence, "for I have very little."

"You have all that I ask," he said, "an excuse for your conduct. That excuse must be mine now, for if you continue your flight I shall be responsible."

Miss Leigh stood between two perils. At any moment someone might appear from her uncle's house or Bates might come flying down the road in quest of the missing car. She searched her mind for

an available falsehood and failed to find one. She had already confessed too much. This man knew that she was running away. Any falsehood would result in questions and delay. The truth was the quickest.

"There is a guest at our house with whom my father has forced me into an engagement of marriage," she said. "I hate the man. I will never meet him again upon such terms. I am going to a friend's house in Princeton, where I shall stay until this matter can be adjusted."

The man seemed to ponder for a moment.

"You have very singular ideas," he said. "How in the world can anybody

to try. And now I see you plunging straight at the gulf of moral degradation, and you ask me to give you a push. No; I won't do it!"

"Is it morally degrading to go to my friend's house?"

"Answer me this," said he. "Will your running away help your father?"

"I should think not!"

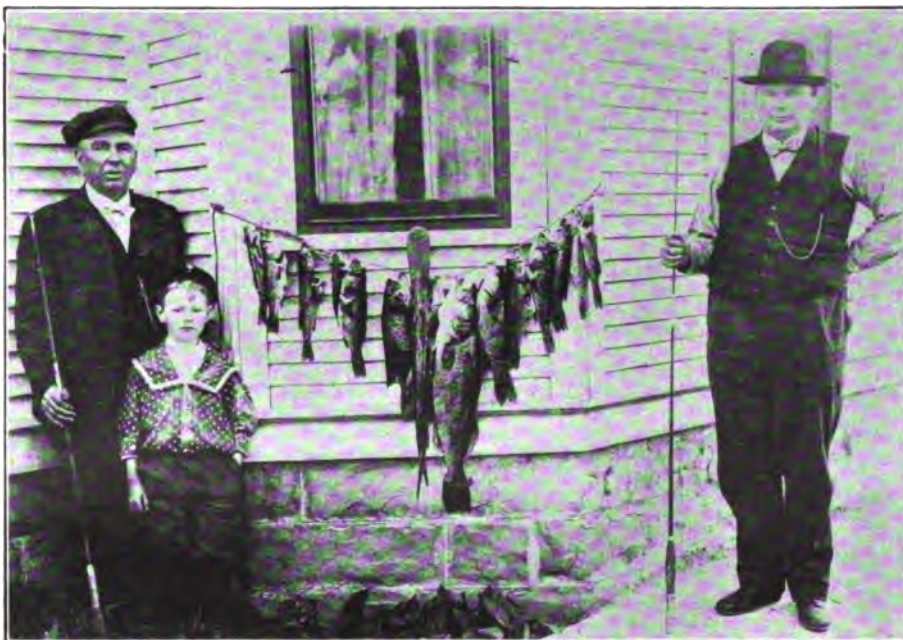
"Will it help the man you're engaged to?"

"I don't care whether it does or not. But it won't."

"Do you love somebody else?"

"Yes!" she cried, half frantic with impatience.

"Will this flight help him?"



BROS. FRANZ L. FARWELL AND J. E. FELLOWS, 176, BARABOO, WIS., AFTER A CATCH IN THE WISCONSIN RIVER, THE LARGEST FISH WEIGHING 12 LBS.—Courtesy Bro. F. Farwell, 176.

force you into an engagement of marriage?"

"You do not understand," she cried impatiently. "My father's interests are involved in this marriage."

"How?" said he.

"Oh, you will drive me crazy!" she exclaimed. "Do you expect me to stand here in the road discoursing of my personal affairs with a tramp?"

"On the other hand," said he gently, "do you expect me to assist you in an act of arrant cowardice? Why, look here! Suppose you'd been in danger in the car. You'd have expected me to save you at the risk of my own neck, and I hope I might have had the grace

"I don't know. I never thought of it. Do you wish me to say that I thought only of myself? Well, I did. I was uncomfortable to the verge of distraction, and I wanted to get away."

"What made you uncomfortable?"

"I've told you—this wretched engagement."

"Why not break it?" The fellow's manner was as bland as a May morning. "To run away, letting this engagement stand even for the few hours that must elapse before you can communicate with your home, is moral degradation. That's what I meant when I used the term. And, by the way, did you leave any word behind you?"

"No; I intended to telephone from my friend's house."

"And break the engagement?"

"Not necessarily," said she—"that is, not immediately. I hoped to temporize."

"For your father's sake?"

"Yes," said she, with hesitation. "I hoped it might do him some small good."

"This gentleman you are engaged to is rich, isn't he?"

"Yes."

"From New York?"

"Yes."

"What is he going to do for your father?"

By this time Miss Leigh had fallen into the trance that sometimes engulfs a badgered witness in court. She no longer had the strength or the sense to refuse an answer.

"It's something about banks," said she. "My father gets a large interest in several. It will make him very rich."

"And Mr. Waldo Kennard gives your father that opportunity because of his affection for you?"

"Yes. How did you know his name?"

"I have heard it spoken. Did you ever care for him?"

"I was fascinated. The man has an extraordinary power."

"And his wealth?"

"It may have tempted me. But all that is at an end."

"The man you really love is poor?"

"He is not rich. But surely I am going mad! Why—why on earth do I stand here babbling like this? You have made me do it. There is a shrewdness in you that is more than human. You have twisted me around your finger. You are no tramp. What are you?"

"Do you wish to go to your friend's house?"

"I think not," said she. "No; not now. No one who had talked with you for half an hour could do anything in hot blood. There is a dire calmness about you that is contagious. And I will do you justice too. You have inspired me with a certain courage. If you can mend the car I will go home."

"And break the engagement?"

"Yes, tonight I will end it."

He gave her his hand to assist her into the car.

"Your father will not be poorer," said he, "but I think he will be wiser."

"What do you mean by that?"

"I mean," said he, that in offering certain bank stock to your father Mr. Kennard is consulting his own interests solely. His desire for your hand, if you will pardon me, is merely a blind to account for the price at which he offers the shares. He has wrecked those banks. They stand upon the brink of ruin, and

now he is peddling his stock to country capitalists with city ambitions. Your father would have lost every penny that he put in."

The girl was standing in the car, bending forward and looking down at him.

"Who are you?" she cried.

"To be frank with you," said he, "I am a detective in the employ of Uncle Sam, and I have a warrant in my pocket for Mr. Waldo Kennard's arrest. I was sitting in your garage, by courtesy of your Mr. Bates, meditating upon the question whether I should serve that warrant tonight or tomorrow morning, when I sank into slumber and the bottom of this car. So you ran away with me, and here I am."

A Train to Joy.

BY ANITA WENTWORTH.

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Yes, she wore the blue and white dress which had been her wedding gown, much against Aunt Nykirk's will, and the latter had said disagreeable things in consequence, even going so far as to prophesy that something would happen.

But what could "happen?" Simply nothing. Was not this the old reliable evening train, forever on time and without a hint of hoodoo or any other blood-curdling thing in its record?

Of course! Rose Engle settled the question satisfactorily in her own mind and from a multitude of feminine trinkets in her wrist bag fished out her ticket and waited complacently for the conductor. By and by, as the "old reliable" rolled along, the moon came up, revealing the landscape in picturesque panorama, and the owner of the blue and white gown laughed at the prophecy, flattened her pretty nose against the dusty pane and fell to enjoying the scenery.

Suddenly above the peaceful hum of the train rose demoniac shrieks from two locomotives. The next moment a terrific shock sent the passengers in all directions.

Out from beneath the wreckage of the shattered northbound crawled a half dozen men and women, one with a cruel slash across the left cheek and another with a broken arm, while the remaining four were only "shaken up."

Among the latter Rose Engle struggled to her feet and stood, white and trembling, endeavoring to grasp the possibility of the "old reliable" making such a departure.

While the others began the search for their belongings or for friends less lucky than themselves she stood still, wonder-

ing whether it was the blue and white gown or the wickedness of her intention which fulfilled Aunt Nykirk's prophecy.

Not since the "word from up north" that Jack had gone back to his old habits and was actually "sowing his earnings broadcast" had she taken time for sober second thought. A year ago, when she kissed him goodby in the low doorway before he went to the Klondike, he had pledged himself to continue in well doing, and she had rested in his promise.

Often she entertained herself picturing the home they planned to have on his return, one with a large, airy kitchen, plenty of sunshine and lots of happiness.

ding dress. Bless me! When folks take the bit in their teeth and rush headlong I always think of Jonah."

Shaky little Mrs. Engle cast a horrified glance down over the blue and white gown, now stroked with dust and grime and torn in several places.

Someone beckoned to her from the farther end of the wreck. Why did she stand there like a dummy when people needed help?

Away she went over broken ties and around an overturned boiler from which the steam hissed vindictively, the blue and white gown fluttering in the moonlight like a flag of truce.



AMARILLO TEXAS, DRILL TEAM, COMPOSED OF GIRLS AND BOYS, CHILDREN OF B. OF L. E. AND G. I. A. PARENTS.

Back row, left to right—John Blake, Ida McCarty, Mary Stonefield, Ada Harmon, Mrs. Henry Blake, Pres. G. I. A., Cora Pryor, Elgie Hilton, Helen Hilton, Elmer Smith.

Second row—Coyle Hilton, Ethel Stonefield, Emma Anderson, Nellie Gardner, Helen Bowers, Goldie Jack.

Front row—Fern Harmon, Mrs. F. A. Haggart, Musician, Lonella Tucker.—Courtesy Bro. G. W. Hilton.

But when the "word" came she decided that Jack Engle's wife was a shamefully neglected woman, especially as he had not written for months. Then a wild determination to be free from the man who had gone back to his old habits and didn't care seized her, and—well, here she was on her way to begin legal proceedings for a separation and stranded and alone!

Aunt Nykirk's parting shot rang in her ears as she clung to a twisted section of the vestibule.

"I'd expect something to happen if I should start on such an errand, banking only on hearsay and wearing my wed-

Ah, there they were—a man prone on the ground, and kneeling by his side was a physician with his open medicine case.

"Stay by this poor fellow," said the doctor as she came up, "while I go for water," and he was gone.

In a few moments he returned and, pouring something from a vial into a basin of water, gave it to her to hold while he bathed the unconscious man's face.

She turned her head away. She could not bear to look upon another victim of the headlong—

"Too bad!" broke in the physician on the self-condemnation. "It is really too

bad! He was going home with a year's hard earnings with which to surprise his wife."

The slender hands trembled, and the basin came near falling to the ground. Jack could have saved, too, if he had loved his wife, but he hadn't.

The doctor was so interested in his patient that he did not notice her agitation, so he followed his thoughts audibly and continued: "Engle is a fine fellow. I'll warrant his wife is proud of him."

A low, smothered cry startled the man of medicine, and the basin fell to the cinder-parched sward, spilling the contents over the blue and white gown.

"You must be braver than that," said he sternly. "It may be that my friend's life depends on your quiet courage."

With a desperate effort she refilled the basin and resumed her position, but now her gaze was fixed on the upturned face so familiar in every outline.

It depended on her, did it? Surely this was the atoning hour! Heaven heard Jonah in his extremity. Would her petition of agonized silence prevail?

As if in answer the man to be proud of slowly opened his eyes and made an attempt to rise.

"Ah, Jack, old boy, you're coming around all right!" cried the doctor, supporting him and giving him a reviving draft.

After a few minutes, when the other grew stronger, the physician continued in tender, kindly tone: "I am glad I was with you, seeing we were booked for casualties. Some one might have taken your money and left you to die. As it is, everything is all right."

"Oh, Horton, I am so glad, too, for my wife's sake!" And Jack's hand sought that of the doctor.

The blue and white gown drew back into the shadows.

"Here we are!" exclaimed the doctor as the rumbling of the relief train came to their ears. "Now let us see how well you can walk."

The blue and white gown, torn and bedraggled, followed closely in the wake of these devoted friends, and little Mrs. Engle climbed up the steps of the home-bound coach behind them.

After Jack was comfortably settled his friend said, "Now I must look after the lady who so bravely helped bring you back from the borderland."

The gown with the medicine splashes on it slipped into the seat just behind them, and Rose looked up as Dr. Horton rose to go.

"Ah!" he said. "Pardon me, madam, for my seeming neglect. I was so taken up with Jack that I nearly forgot you."

She smiled faintly in answer, and he

resumed his seat. Presently a hand was laid timidly on his shoulder, and he looked around.

"Would a surprise—a glad one—hurt him?" she asked tremulously.

The wondering doctor shook his head in the negative and waited for her to go on. Leaning forward a trifle, she whispered something in his ear.

With a misty gladness shining in his eyes Dr. Horton grasped the situation as best he could and asked, "You don't expect to meet your wife on this train, do you, Jack?"

"Oh, no; she is safe at home!" was the quick reply.

"But suppose now," continued the doctor, "that she is here somewhere. Would you know her, old fellow, if you saw her in this car?"

"Horton, what makes you talk that way?" queried the other, sitting erect and growing curious.

A movement behind them drew Jack's attention, and his question was answered, so Dr. Horton simply changed places with the owner of the blue and white gown, leaving his friend to solve the problem of Mrs. Engle's presence at his own sweet will.

When Aunt Nykirk opened the door at midnight for her niece she grumbled in sleepy disgust. But little Mrs. Engle threw her arms around her neck.

"Hush!" she whispered imperatively. "Here comes Jack."

Marsden's Probation.

BY ALICE CLARKE.

(Copyright, 1907, by C. H. Sutcliffe.)

"What is the work?" asked Marsden as he pocketed the letter. John Dufford looked at him over his steel-bowed spectacles.

"When I was a lad," he said severely, "young men did not pick and choose. They were glad to take what they could get. You want to marry my daughter and have come to me to ask for work to prove yourself worthy of her. I give you a letter to my superintendent, and you calmly ask the nature of the employment."

"I merely wanted to know what sort of clothes to lay in," Marsden explained in confusion.

"Any man who works needs plain, serviceable clothes," said the elder man reprovingly. "I would suggest that you might leave your evening clothes at home."

"Yes, sir," answered Marsden obediently as he rose to go.

"Now, it is clearly understood," Dufford said sharply, "that you are not to write or hold any communication with my

daughter for two years. That is agreed to?"

"I promise."

"And on my part I promise that if at the end of two years I find that my superintendent gives a good report of your industry I shall withdraw my objection to your marriage."

He swung back to his desk, and Jim Marsden, placing the letter in his pocket-book, left the office. There was a farewell visit to Marjorie, followed by a visit to a cheap outfitter's shop, and when the night train pulled out for the West Marsden was a passenger.

It was long before sleep came to him. It seemed unjust that John Dufford should insist upon a two years' appren-

mine, which night and day ground out more wealth for the company of which Dufford was the head.

The superintendent was easily found, and he glanced over the letter Marsden presented.

"All right," he said curtly. "Had any experience firing?"

"Guns or steam engine?" said Marsden.

"You know very well," was the sharp response. "Can you fire an engine?"

"I can," was the quiet answer, "though I have had no experience at the work. It's merely a matter of shoveling coal, isn't it?"

"Shoveling the coal right," corrected the superintendent. "Better take your



FISHING PARTY AT LA PORTE, TEXAS.

Bro. E. Leverkus, Ch. G. C. of A., H. E. & W., Texas, Mrs. M. L. Holt, Bro. M. L. Holt, Div. 139, Master Lee Devore, Miss Alice Holt.

ticeship, but if Jacob could serve seven years and again seven for Rachel, he should be able to serve for two.

The old man had no particular objection to him save that he had inherited his money. This being the case the stipulation that he should not even write Marjorie, lest he work upon her sympathies, seemed particularly hard, but Dufford was a hard man, and if Marsden wanted Marjorie for his wife, he could only bow to the dictum.

It was four days before he landed in the little Colorado town which was the nearest railroad point to the mine, and the next morning a six-hour ride brought him to the desolate collection of buildings grouped around the shaft of the

things over to the bunk house, then go to the engineer and tell him that you're Jim and that Casey is to show you how to fire. What is it, Peters?"

He turned to attend to another man who had entered, and feeling himself dismissed Jim turned away.

Inquiry developed the fact that the bunk house was the long, low shed where the men slept and ate. The Chinaman in charge of the place showed him where to put his trunk at the side of a narrow cot, and presently, clad in a suit of overalls, Jim strolled into the engine-room and presented himself to the engineer.

"I am Jim," he said simply. "Mr. Travers said that Casey was to show me how to fire."

The engineer nodded over his shoulder. "Tell Casey," he said and went on with the oiling.

Casey was more companionable. He deftly elicited information as to Jim's place of hailing and other facts as he made it apparent that Mr. Travers was right when he said that it was not merely a question of shoveling coal.

Coal cost much when it had to be brought from the railroad by a horse-car system, the cars going down loaded with ore and coming back with the coal when it was needed. Every shovelful had to be thrown just where it was needed to feed the fire evenly, and Jim's arms ached as he strove to learn the proper twist of the shovel to land the coal in the desired spot.

It was two weeks before he could be trusted on a trick alone, but at last Casey pronounced himself satisfied with Jim's ability, and he reigned over the stoke pit for eight hours a day.

It was hard work for a man whose exercise had been taken in a gymnasium, but Jim rapidly hardened to it, and in six months it had become second habit.

He sent East for books on engineering, and by a mistake a book on electrical engines was sent him instead of the one for which he wrote. He sat down to look it over before he sent it back, and to the original book he added others.

He had been there little more than a year when he sought out Travers and laid a plan before him. Less than half a mile up the valley a constant fall broke over the high cliff and rolled into the valley, 400 feet below. It was Jim's plan to use water power instead of steam and employ a trolley on the tramway.

Travers smiled at first, but Jim worked out the plan for him, and the New York office approved. Jim was put in charge of the plant, and the company raised Travers' salary.

It was well toward the close of the second year that Dufford came to visit the mine. No one knew of his intention until word was telegraphed from the station. The word was flashed about the camp that the old man had come, but the first hint that ladies accompanied him came to Jim as he stood in the door of the power house. The road led past the door, and as he stood listening to the rhythmic purr of the dynamo the familiar sound was broken by the quick beat of horses' hoofs on the hard road, and around the curve swung a maddened broncho with a woman swaying in the saddle.

Marsden sprang into the roadway and in one tense moment fought the insane

brute with desperate energy as he was dragged along. Then the fight was won, and he sprang to the saddle just as Marjorie slipped, fainting, from the seat.

"I came because I wanted to see for myself," she explained an hour later as they sat on the porch of the superintendent's cottage. "I could not believe that you had been content for two years as a fireman. Of course, Mr. Travers wanted the credit of introducing the biggest money-saving device in the plant, and he did not remember that father was particularly interested in you. Father ought to have been more explicit."

"But it's been a good thing for you," declared Mr. Dufford as he stepped through the doorway. "You've showed the stuff that's in you, and it's mighty good stuff—fit material for a son-in-law. I'm going on to the rest of my holdings in New Mexico as long as I'm out here. As you are going to be put in charge of my mining interests when we get back to New York, you'd better combine a honeymoon and a business trip."

Finding Miss Filson.

BY NORA BAYNE.

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"Find Miss Filson," directed the "old man," and Andy Brant, with a prompt and respectful "Yes, sir," tucked the letter into his pocket and finished adding the column of figures upon which he had been working.

Had Lowell & Lowell told him to go out and find the north pole Andy would have replied in precisely the same tone and would have started on the trip in precisely the same spirit. Nominally the assistant bookkeeper, Andy Brant, was the general utility man. It was he who had given first aid to the injured water pipe with a piece of rubber overshoe and some adhesive tape from his bicycle kit and who had treated the office cat when it had fits.

But the present quest was not so promising. A correspondent had asked that his daughter be located. "We know that she was to have gone to the Y. W. C. A.," wrote the Westerner. "No doubt it will be easy to locate her."

Andy grinned as he replaced the letter in his pocket and started for the association office.

The elderly woman in charge was willing to tell what little she knew when Andy showed his letter as authority. Miss Filson had come to them three months before, but had soon moved to an address far uptown. She smiled approvingly upon Andy as he thanked her.

She liked this clear-skinned, honest-eyed young fellow, and she even unbent so far as to venture the hope that he would meet with success.

Andy's answer was a grimace. Young women had a trick of losing themselves in New York. Miss Filson had left the association three months before. It was not likely that she could endure life in one cheap boarding-house for that length of time. Most places were endurable for less than a month.

His suspicions were verified when he reached the uptown address. Miss Filson was dimly remembered by the rosy-cheeked servant girl who answered the door. She stayed only two weeks and departed on an express wagon, explaining that she could not trust the driver with the trunk. It was this incident and the fact that she did not leave her new address that fixed her more clearly in the girl's mind than most of those who came and went.

Andy interviewed express wagon drivers in an increasing circle for the remainder of the morning and wound up so conveniently near his own boarding place that he stopped in for lunch.

Mrs. Lennon's establishment was different from the average New York boarding house. Andy had lived there for a year and still liked it. Now that golden-haired Bess Saunders had taken up her residence there he was willing to remain indefinitely. Andy was not susceptible, but the first time Bess had come into the stuffy dining-room he had fallen in love, so deeply in love that when she had lost her position as stenographer and could not pay her board bills, unknown to Bess, he had arranged with Mrs. Lennon that he would be responsible for the bills until Bess found a new place when the landlady should reimburse him.

"Any luck?" he asked as he slipped into his seat opposite the girl. She shook her head.

"Well, I have some good news for you," he went on. "Our typewriter is to be married week after next. She's going to quit the job, and the 'old man' says you may have it."

Bess clapped her hands delightedly, and Andy beamed upon her.

"Let's celebrate," he suggested. "I've got an order that I can't fill. Let's go to the matinee, will you? Might as well do that as tramp around town for nothing."

Bess nodded, and Andy sat on the front steps smoking a cigarette and building air castles while the girl dressed. They had only cheap seats in the rear of the balcony, but it was a treat, and occasionally Andy could feel the slight pressure of the girl's arm against his own,

emphasizing her nearness. He did not think much of the vaudeville performance. What mattered the accomplishments of the trained seals and the toe dancer when he could lean back with closed eyes and conjure up visions of light housekeeping with Bess as the housekeeper? He was earning enough salary for two. After all, she need not take that place with Lowell & Lowell.

"Isn't that great?" asked Bess. Andy roused himself with a start to observe the accomplishments of a pair of acrobats.

"Sure thing," he assented. "I was thinking of something bigger and greater."

"What's that?" she demanded.

"I was thinking," he explained, "that perhaps you wouldn't need Miss Austin's place in the office. What's the matter



BRO J. W. ESKEW, 696, AND SON ON THEIR WAY HOME FROM CONEY ISLAND, N. Y., TO ATLANTA, GA.—Courtesy J. W. E.

with our getting married? We could get a bit of a flat and live—not board."

Andy's voice made the distinction eloquent, and the girl's gray eyes grew.

"But you don't know anything about me," she protested wistfully.

"I know you're the girl I want to marry," he insisted stoutly. "Mrs. Lennon's known me for a year, and the 'old man's' had me working for him for three years. You can write to Brewsterville and find out the rest about me if you want to. I'm not from Missouri where you're concerned."

There was a sudden darkness as the lights went out for the motion pictures, and in the gloom a tiny hand sought his and was quickly captured.

"Is it yes?" he asked, his breath coming in sharp aspirations.

"I can't write back home," she said softly. "But if you will take me as I am, Andy, it's—yes."

"There's nothing wrong," he declared stoutly, "but if you were a shoplifter I'd marry you just the same." The audience was filing out before the last pictures were thrown on the screen, but he leaned over and kissed her.

"We're engaged," he declared, "but



I'M ELIZABETH FILSON.

you'll have to wait until Saturday for the ring."

The lights flashed on again, and unwillingly enough Andy gathered up their belongings and prepared to join the departing crowd. The boarding place was but a short distance away, and they decided upon walking. Andy's feet touched the sidewalk, but he felt as though he were in the clouds that dotted the evening sky.

"I don't want you to think I've done anything wrong," whispered Bess. "It isn't that, dear. It's just that I have no family and don't want ever to be reminded of them. My father married a

second time, my stepmother and I did not get along well, and I"—

"Lit out," he said. "I don't blame you. Lots of girls won't put up with a second-hand mother. I'm looking for one this very minute—that is, I'm supposed to be," he added.

"That was what took you out of the office this afternoon?"

"Yes. You see, her father buys goods from us, and he wrote Lowell & Lowell to look the girl up and tell her that her near mother had decided to be good and begged the girl to come home. It's too far for him to come and look for her in the busy season, but we're to find her and ship her back to Elton, O."

"Elton?" she echoed. "Andy, is his name Filson?"

"Sure thing. Do you know her?"

"I'm Frances Elizabeth Filson," she explained. "Saunders was my own mother's name."

"What, you Elizabeth Filson? That lets me out," sighed Andy. "Why, your father has seven different kinds of money."

"But I am richer, for I have you," she whispered.

"Do you mean it? You still want to marry me, now you've won your father back?"

"You know I do," she said reproachfully.

"And to think," mused Andy, "that I was cussing the old man for chasing me out on such a fool job."

Bess laughed. She knew what Andy meant.

Saved by Dog He Tried to Kill.

It was noon on a hot day in July when a small bunch of cattle, their tongues lolling out, tried to get to a water hole on the Turkey Track ranch. Several leaders would start for the water, the remainder would follow, and just before reaching the coveted drink would all turn and run away from it, a cloud of dust rolling up behind them. Contemplating the water from a distance, the little herd would once more muster courage enough for another attempt, always repeating the hasty retreat before reaching the water hole.

From half a mile away a lone horseman noticed this performance and started for the spot in a gallop. The rider was a man of large proportions. He seemed seasoned for the range. The grace with which he sat on his horse gave evidence that he had lived in the saddle.

The cattle had just reached their pivotal point, following a speedy flight from the water hole, and riveted their gaze on the approaching horseman. He

had surmised that a coyote had monopolized the precious drink. But it was not the case. When within 50 yards of the hole he gave vent to an exclamation of disgust.

A lop-eared hound had risen from a cooling soak it was taking in the edge of the natural tank, and with suspicious glances at the horseman showed a desire to depart. It was a stray and no account except to worry the cattle. The horseman deemed it advisable to speed the departing guest with a pistol shot.

It was the most unfortunate move Bill Sullivan—past master in running down criminals, a Texas ranger with a history, and at that time a deputy sheriff of Moore county—ever made, was that move for his gun. The dog, in trying to get away from Sullivan, ran toward the cattle, driving the thirsty bovines farther away. The six-shooter had been removed from the holster, when the horse, a high-strung, nervous animal, anticipating the pistol shot, began pitching. While striving to control his frightened cow pony, Sullivan had the weapon in hand. A sudden and violent jump of his horse caused the pistol to strike the saddle and it was discharged. The bullet shattered Sullivan's right thigh, and he fell heavily from the saddle, free from the stirrups.

The point where the accident happened was 12 miles north of the Canadian River. The nearest ranch house was two miles away, and the only physician in the community was 62 miles from there. The paroxysms of pain from the wound, added to the growing weakness from the loss of blood, were enough to frighten this man who had never known what fear meant. He had drawn that same weapon hundreds of times when necessary without the hint of an accident. Now he lay badly wounded because he had tried to kill a dog—a common hound.

The half-broken horse had bolted as soon as its rider fell. Sullivan determined to drag himself to the ranch house, for he knew no one would think of searching for him. From his armpit to the toe of his boot his right side was saturated with blood. First he dragged himself to the water and drank. At the water's edge he was joined by the dog he had tried to kill. The canine whined piteously, and licked the hand that had tried to kill him.

With the dog following, Sullivan began the task of crawling to the ranch house. He clutched at grass, rocks and bushes by which to pull himself along. He tore his fingers and elbows until they bled. The pain from the shattered bones would shoot through his body, and he felt that

he would faint. Every time he would draw himself forward the effort seemed to send the blood faster from the wound. His right side became caked with the blood-soaked earth, and it burdened him. Mechanically he kept up the reaching out and drawing-up motion. At times he would be in a semiconscious state, but his hands kept working.

Sullivan could feel himself growing weaker and weaker, and he finally fainted. He was brought to consciousness by the hound licking his begrimed face. His hands began their mechanical effort again. His eyes would close and his efforts grow feebler, and he would again be brought to the realization of his danger by the dog licking his face.

Sullivan remembered crawling beneath a wire fence. He thought it the boundary line of the little horse pasture near the ranch house. When he awoke he was in bed. The ranch boss was bending over him. Roy Bennett, a boy, had been attracted by the odd movements of the dog a quarter of a mile from the house, and upon investigation found the outcast brute guarding the unconscious form. In five and one-half hours Sullivan had dragged himself one and three-quarter miles.

For three months Sullivan was kept in bed and made a cripple for life. Today the man and dog are inseparable. Sullivan is an Arkansan by birth, but came to Texas many years ago. He is the doorkeeper of the House of Representatives at Austin. He is writing a history of his life in addition to serving the State.—*St. Louis Globe-Democrat.*

A Table of Contents.

There was a rustle of silken skirts and a delicate exhalation of something that told of sachet bags in her belongings, as she came in to the lost property office at Surbiton station.

"I came," she said sweetly, "to make inquiries about a small hand-bag I feel quite sure that I left in the train about two hours ago. I was very careless to leave the bag behind me. It is a small hand-bag, not more than six or eight inches long, and perhaps five or six wide. Indeed, one could hardly call it a bag. It is of stamped brown Russian leather, and—has such a bag been left here since 2 o'clock?"

"No, madam; no hand-bag of any kind has been left here this afternoon."

"Do you think it is likely to be left here?"

"It may, and it may not. If it were still in the carriage when the cleaners went through the train it should come in here some time this afternoon; but it is

possible that someone picked it up and kept it. You are sure you left it there?"

"Oh, quite, quite sure! I remember distinctly that I opened it to look at some Irish lace edging I had purchased. If I leave my card and a description of the contents of the bag, to prove that it is really mine, will you notify me if it comes in at any time?"

"I will, madam. What is the name and address?"

"Here is my card. Now, as to the contents of the bag. It was, as I say, very much smaller than the ordinary hand-bag, and it had in it—let me see if I can remember. I know that I can name enough things to prove that the bag is mine. It had three yards of inch-wide edging and

of rubber dress-shields and three little doilies slightly soiled I bought at a reduced price on that account and six skeins of yellow embroidery and an envelope full of dress-goods patterns and a box of assorted pins and a large black belt-buckle and a small wing to put on a hat I am planning to trim myself and two yards of white elastic and a pair of long black silk taffeta gloves and a corset-cover and a dainty little china pin-tray I got at another sale and three yards of navy-blue chiffon veiling and a small coin purse with three or four pence in it and a very, very handsome damask towel with the initial 'H' in the corner and a card of pearl buttons and six quite large steel buttons and a shirt-waist set



BRO. WM. GEMLO, DIV. 180, AND HIS WIFE, MRS. GEMLO, MEMBER OF G. I. A. 182, OUT FOR A DRIVE.

two yards of torchon lace insertion and two yards of quite narrow ecru lace and a yard and a quarter of pink chiffon and a yard of Indian silk for a little bracket lambrequin and two yards of inch-wide blue taffeta ribbon and a yard of red velvet ribbon and a yard and a half of quite wide grosgrain ribbon with Dresden china figures in it that I got at a ribbon sale and some narrow pink velvet ribbon for a stock and two small steel buckles and six small lace medallions—I suppose you know what they are?—and a paste buckle and a package of hairpins and a pair of gray Dents' kids entirely new and another pair of white kid gloves I was going to take to the cleaner but forgot them and a spool of gray silk twist and a card of hooks and eyes and a pair

and a pair of fine black hose—ladies'—and—let me see, is that all? I suppose I have mentioned enough things to identify the bag, even if there are some things in it I have not mentioned?"

"You have, madam."

"Yes, I suppose so. Then if you will notify me I will call or send—I forgot, there was a yard of white nun's veiling in the bag and half a pound of burnt almonds. Funny I forgot them, for I am so fond of them. As I say, it is a small brown Russian leather bag, and—I remember now that it also had a small pair of scissors in it and six pairs of shoe-laces—ladies'—and a pearl-handled glove buttoner. I wasn't really shopping, and I think that was all."

And when she had reached the door

she turned and added: "I am not *sure*, but I think that there was also a small bottle of phenacetin pellets in the bag and another one of camphor tablets. I always carry the tablets to take if I feel that I am catching cold. They quite stop it if taken in time." And she was gone. —*The Winning Post.*

The Good-for-nothing.

A prominent judge once arrived in a strange town, and wishing to ascertain the way to the best hotel, stopped before a lazy-looking, cumbersome fellow

into hysterics over work or doin' anybody else's. I believe in actin' natural."

"If you mean"—

"Now, when I was young," the fellow drawled on, ignoring the inquisitor's last attempt—"when I was young everybody said I was cut out for a good-for-nothin', an' I ain't done what I'd call a hard day's work since. Still, I've managed somehow to git enough eat an' drink to keep a-goin'." I let things come an' go easy-like an' leave the worryin' to others."

"There'll come a day of reckoning, my man!" put in the judge, with unsuppressed disgust.



BRO. WM. GEMLO, OF 180, AND HIS ROUNDHOUSE FORCE, AT DES MOINES, IA.

leaning on the corner fence. This fellow answered his queries in such a drawling, apathetic way that the judge, with growing repugnance, wondered what the man might be good for.

So, looking him over with a not too kindly eye, he asked him what he was working at.

"Oh," replied the other, with a broad yawn, "I'm takin' it pretty easy."

"Don't you know, sir, that we are all put here to toil?" demanded the judge somewhat testily.

"We're here to keep a-goin'," the other rejoined, leaning over the fence post. "I don't believe, though, in goin'

"Reckonin'?" His eyes languidly gazed afar off. "Now, some folks—a lot of 'em—stew about that. I don't. When the Lord calls me up to throw my load in on the weigh scales, I'll throw it right in an' pick out a shady, cool spot where I can take it as easy as I do now," with a lazy chuckle.

"And what have you got to the good to weigh—what have you accomplished?" insisted the judge hotly.

"Accomplished? Now, as I said before, mister, work never worried me much, but here's this house here," pushing a thumb wearily over his shoulder. "Jim Stetson put that up several years

ago, an' I stood round an' watched an' put in a word now an' then as to how I'd put 'er up if I was doin' it myself. Then there's them two stores an' barn over yonder, worth nigh onto six thousand—Stetson had them built. Next he put up the bank, the opera house an' then the hotel you're lookin' for, I"—

"I suppose you stood around and threw in a little advice, as usual?" interrupted the judge sarcastically.

"I did that!" the drone rejoined, with an unexpected burst of enthusiasm. "An' I was there when they built Stetson's big mill round the corner there. That mill was nothin' but a shack when Stetson started it up—he was a young man—but it grew an' grew an' ground out enough money so's Stet could build pretty much the whole town. Stetson"—

"Let up on Stetson, man; he's a captain of industry. The question is, What have you accomplished?" uttered the thoroughly harassed judge.

The other's enthusiasm suddenly died down as he looked away and said carelessly:

"Me? Oh, yes—well, I'm Stetson."
—*Spare Moments.*

Walking at a Dizzy Height.

Why is it that the average man can walk on a beam lying on the ground without exercising any particular care as to where he places his feet, but can hardly take a step forward if that same beam is incorporated in the skeleton framework of a skyscraper?

The answer that one would almost invariably receive is that the man on the street is not accustomed to walking among the clouds, or has not the nerve. An engineer who has been identified with some of the largest enterprises in the construction line believes that the cause of the supposed dizziness experienced by others than hardened iron erectors is rather scientific.

"If it were possible for the average man to so concentrate his vision on the beam upon which he stands, that he could see nothing else than the beam, there would be no danger of falling. The moment he would catch a glimpse of the abyss on either side he would be gone. Looking upwards would be committing suicide. Even experienced iron erectors focus their vision on some objective point when they start across a beam or girder 75 or 100 feet from the ground. No matter how long a man has been at the business of working at a great altitude, if he were to look at a cloud scurrying through the sky he would be lost. It is concentration of vision. Of course, nerve counts. If one of these men were to fol-

low some vocation on land for several years, or even months, not having the opportunity of seeing greath depths near him, he would lose his ability to concentrate his vision so quickly that it would be with great difficulty and some danger that the work on a skyscraper could be resumed."—*Bridgmen's Magazine.*

As to Eyes.

If you have eyes you have much to answer for. In honor and conscience you are bound to see what you ought to see and to be oblivious to what you should not see. Both the direction and the intensity of the gaze are of account. The pessimist sees only the dark side of events; the optimist has his eyes fixed on the bright side alone; the wise man refuses to have his vision limited by his temperament, looks judiciously on all sides, and makes up his mind accordingly. Some men see consequences only; others look deeper and discern causes. One of the former sees an apple fall and runs to pick it up; one of the latter sees the apple fall and detects the universal law of gravitation. To see the right thing, and to see it studiously, in its bearings and relations, is to meet the larger demand that the human eye makes upon its possessor.

And there is a smaller demand—smaller but by no means insignificant. We are not responsible for the color of our eyes or their size or their natural brightness. Every color has been praised—black, blue, brown, and even green, in their various shades and mixtures. In any color the eye is a beautiful object. Lammartine somewhere expresses the thought that the eye is in the human face what water is in natural scenery. A large eye is esteemed a gift, and a bright eye is very attractive, though the glittering eye is no sign of a glittering mind. But all these are nature's bestowments. What we are responsible for is the expression of the eye. That comes by habit of thought and feeling. Eyes are warmly sympathetic or coldly curious, kind or cruel, trustful or suspicious, according to the prevailing mood of their owners. Your eyes are giving you away.—*The Pilgrim.*

Uncle Sam's Wealth.

We have today 80,000,000 of people, occupying 3,000,000 square miles of territory, and they own \$120,000,000,000 of wealth. On farms valued at \$25,000,000,000 we produce annually agricultural products valued at \$8,000,000,000.

It is nothing that we produce annually

2,500,000,000 bushels of corn and 11,000,000 bales of cotton, if there is no demand for the corn and cotton and if the demand is not at a fair return. But we have the market, says Vice-President Sherman in *Leslie's Weekly*. Our 5,500,000 of people who produce \$15,000,000,000 of manufactured products annually, and receive in wages \$230,000,000, make the market. These figures apply only to finished products.

We get the products to the consumer by 250,000 miles of railroad, which is three times the railroad mileage of Great Britain, France and Germany combined. When sidetracks are taken into account we have more railroad mileage than all the rest of the world. On these railroads we have 100,000 engines carrying millions of cars and hauling 2,000,000,000 tons of freight. This practically equals all the tonnage carried by all the railroads and all the ships of the rest of the world.

This monstrous task is performed by 5,500,000 of employees, who are yearly paid \$2,300,000,000, and this vast business is conducted by \$150,000,000,000 of bank clearances.

Do we prosper? Only two decades ago we were second to Great Britain in the output of iron and steel. Today our output equals all the rest of the world. We live well and have happy homes, filled with comforts and luxuries. Yet we are a saving people.

We have in savings banks \$3,500,000,000, in national banks \$4,500,000,000 and in state banks \$5,000,000,000—in all \$13,000,000,000. The per capita of money in the country is larger than in any other, save one, France, and amounts to \$35 for each of our 80,000,000 people.

The business of the country amounts to over \$3,000,000,000 annually. How do we do such a monstrous business which is also profitable? It is because we have confidence in ourselves and the other nations of the globe have confidence in us. —*Globe Democrat*.

An Ideal Labor Leader.

BY REV. CHARLES STELZLE.

Earliest of labor leaders was Moses, the man who delivered from a cruel bondage the millions of Israelites who served the Pharaoh of Egypt.

The development of a leader is always a slow process. This is particularly true in the industrial world. For in the labor movement there is so much at stake, and there are so many interests involved, that the raw enthusiast cannot be entrusted with the power of leadership.

Enthusiasm there must be, but it must be an enthusiasm founded upon intelligence and a genuine experience.

It required forty years of solitude in the land of Midian to transform the hot-blooded Moses, adopted son of Pharaoh's daughter, into the modest Moses whose name became a synonym for meekness.

"Learned in all the wisdom of the Egyptian," nevertheless he needed the solitary life of the shepherd on the hillside to prepare him for the great task of leading out into liberty the slaves of the Egyptian ruler.

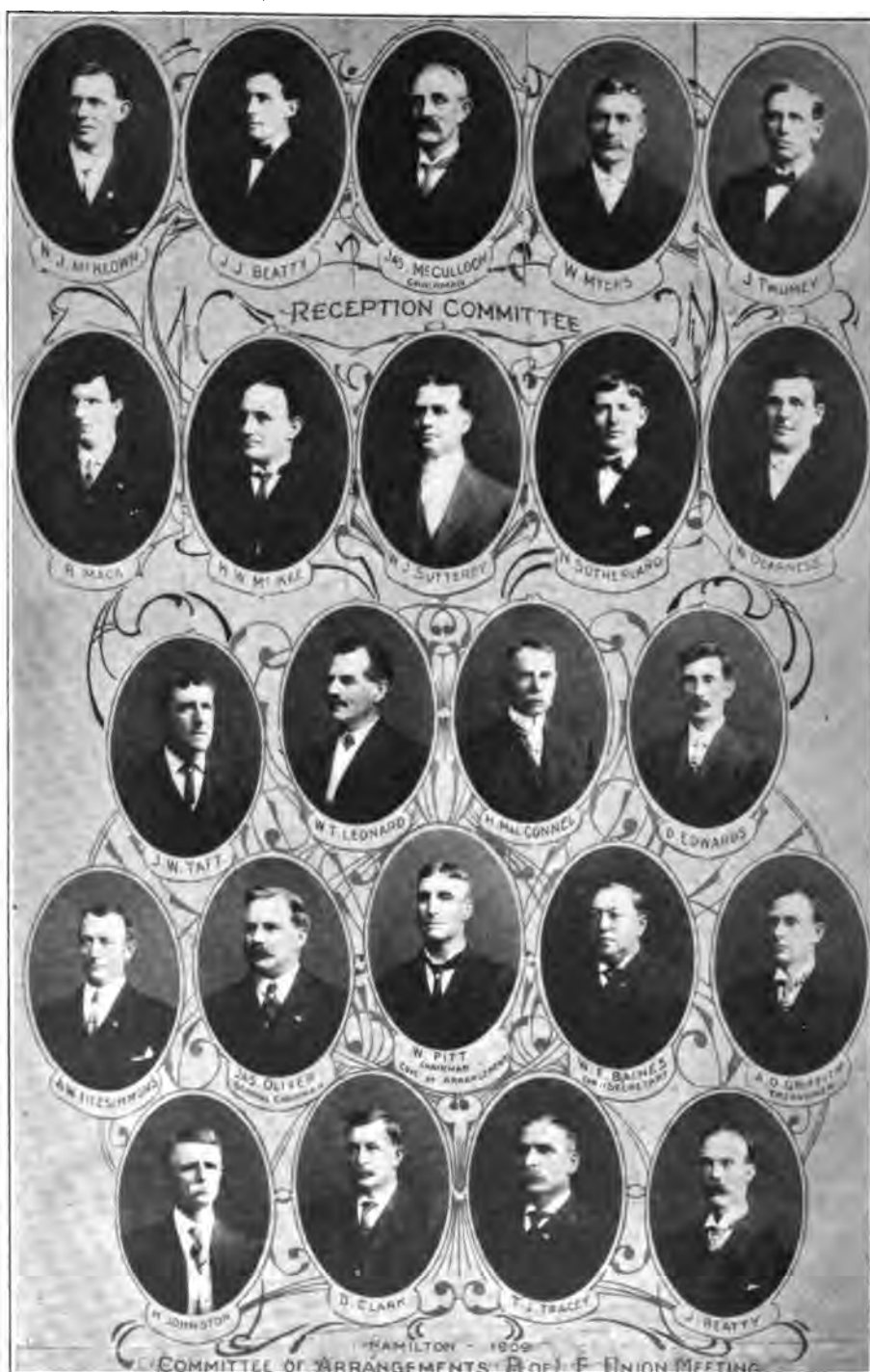
If ever Moses was a glib talker, he forgot how to use this weapon of the spellbinder, for when he was called to his work, we are told that he himself protested, saying that he was "slow of speech." Perhaps both his modesty and his inability to speak fluently were in his favor as a labor leader, for his task was one which demanded not burning orations, but patient endurance. When he appeared before the oppressor of his brethren, his symbol of power was a shepherd's crook—typical of his former occupation, and witness that he too came from the ranks, and that his heart beat true to that of his suffering kinsmen.

He came, too, with the consciousness of a sure victory, because he knew that his cause was just. But more than that, he was confident because he came in the spirit of a strong moral faith. This emancipation which he was about to witness was more than an economic deliverance dependent upon brute strength, and the ability of a mere man to exercise unusual power. He had back of him the omnipotent God of Abraham, of Isaac and of Jacob, the forefathers of the affiliated Israelites.

It was the religious element in this movement which made it all-powerful. The deliverance was to come so that the Israelites might worship more freely the God of their fathers.

This day awaits another Moses—aye, many such. For again the masses need to be led out of bondage. Not always the bondage of the ancient Israelites, although there is still a call for such service, but the bondage which enslaves man to his lower self.

The qualities that were so conspicuous in Moses must be found in the modern leader. He must be of the people, for he must understand their needs. He must have had an experience which sobered him, so that he is familiar with the deeper, truer things of life. He must depend not so much upon his speech as upon his character. He must have the power which can come alone through the consciousness that his cause is just, and that back of him, too, as He was back of Moses, stands the God of the common people, who is saying through him: "Let my people go."



MEMBERS OF THE VARIOUS COMMITTEES WHO MADE THE HAMILTON UNION MEETING A SUCCESS.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

A Pleasant Night at Sea.

One night upon Atlantic's breast,
As calmly we did sail;
The mighty ocean then at rest,
No thought of coming gale,
We gathered round in social glee,
And fondly clasped each hand,
And sang in heartfelt minstrelsy
The songs of fatherland.

Auld Scotland, England, Ireland, too,
Had sons and daughters there,
Whose hearts beat tender, soft and true,
And light as summer air;
We all were going back to see
The hue of native skies,
Which oft we gazed upon in glee,
With life's young morning eyes.

When "Rule Britannia" was struck up,
Our heads we then did bare,
And to our lips raised memory's cup,
To days departed there;
Again a comely lassie sang
A braw Scotch song of praise,
The cabin with our tributes rang
To Scotia's banks and braes.

And when "Killarney's Fells" arose,
And next, "The Minstrel Boy,"
We all forgot old Ireland's woes,
And reveled in our joys;
We soon expect to see her form
Upon her emerald throne;
And every heart beats kind and warm
For dear old Garryowen.

The last song came, and young and old
Had eyes with moisture blind,
As out in liquid numbers rolled,
The "Land We Left Behind."
Columbia, queen of all our hearts,
The dearest and the best;
Your citizens require no charts,
Returning to the west.

SHANDY MAGUIRE

Across the Sea.

EDITOR JOURNAL: Glasgow bears all the earmarks of being an enterprising city of the first class. Its buildings are mammoth and imposing. Its merchants display their wares in their show windows and outside the doors in an abundant manner. They keep their stores illuminated with as many electric lights after the closing time as when doing business. It has a population of 565,000, and there is nothing to be seen on its streets to indicate any of the number suffer with want; on the contrary, the multitudes which you pass upon the sidewalks seem to be happy and contented. George Square is as fine a breathing place, in the heart of the city, surrounded by municipal buildings and great business blocks, as can be found anywhere.

When coming up the Clyde, approaching the city, what gave me an untangled puzzle was the appearance of the chimneys on the various houses. Each house had its chimneys proper, and inside those chimneys were tiles of about eight inches diameter, the same as we lay in the ground to drain water away. No one on the ship could tell me what they were for and I could not walk the water to get ashore to ask, knowing a boat would not be lowered to assist me. Ere I was ten minutes on Scottish soil I learned they were flues to conduct the smoke from the fireplaces or grates in the various rooms of the buildings out in the open air. As each room is supposed to have a fireplace, you may guess at the bouquet of flues to astonish the gaze of a transatlantic tramp trying to discover what they were for.

The Broomleaw, or harbor of Glasgow, has been deepened from three feet to a depth sufficient to let the big liners of the Anchor Line berth at anywhere within it loaded to a depth of 25 feet. This is a proud record for the citizens.

A few of the sights of Glasgow are the monuments in George Square, county buildings, Queen's Park, Botanical Gardens and Crystal Palace. Of course, a week or more could be spent to good ad-

vantage in the city; but to those who only have time to take a birdseye view, as was the case with us, the above will remain in the mind as reminders of contributions to the enterprise of a magnificent city. I said to my associate:

"Did you note how the ladies are all painted?"

"Yes," she replied, "but the artist that wielded the brush was Nature, and, sure enough, on closer inspection when opportunity occurred, I saw the healthy flush of the Scotch blood dyeing the faces of her beautiful daughters.

My reason for visiting Scotland paramount to all others was to view a few of the places made famous by Burns and Scott. I did not linger but two days in Glasgow. I then went to Stirling, where every foot of the ground is made memorable to one stepping upon its historic and romantic soil. To linger in Glasgow and view places in which they figured, had not the interest to a tourist, owing to its moving citizens, as was to be found in less thickly populated communities, hence the trip to Stirling amid the scenery of The Lady of the Lake, immortalized by Scott.

Bulwer Lytton makes Richelieu say in his play of that name: "The pen is mightier than the sword."

I always supposed he was drawing the long bow until I got to the country wherein I saw sight-seeing parties going by train, steamer and coaches on schedule time daily to view places made famous by Sir Walter Scott's pen. There may be regular trains and other modes of conveyance running in the same manner to fields of fame made glorious by the sword, but I have no knowledge of where they are.

To tell our readers of the various places around Stirling, where history is almost limitless, would fill up more space than the book contains. I can only give a touch and go to what yet lingers in memory.

I saw the castle of Stirling from its base to its lofty summit, as it was clad in magnificent regalia of green, adorned by middle May to greet our coming. I saw the authenticated weights of Scotland

retained within the castle, by which all the weights of the country had to be regulated. I saw the empty pews of High and Low Church, and I marveled to think what did the long-gone worshipers gain by their doctrine of ferocity toward each other. There was the pulpit from which John Knox hurled anathemas over the heads of the listening, shivering, sinners and saints; and it certainly showed the effect of time and an attack of many an onslaught on it. I stood on Queen Mary's Rock and mentally wished she stood at my side in the flesh ere she met Darnley or Rizzio.

I saw the apartment in which the Earl of Argyle entertained James, Duke of York, afterwards James III., who repaid Argyle by cutting off his head. James IV. was crowned within it, and John Knox preached the coronation sermon. James II. was born in it, and Queen Mary was crowned there. Murder was rampant around every square foot of it, and any history of the country will tell you so, instead of my version of skimming the surface.

Standing on Lady's Rock, seven battlefields may be seen if you only have a good guide to point them out, as we had in the person of Major Hardie, the commander of the castle.

After we stopped, looked and listened to all we were pointed out, our own eyes discovered a sight linking the present with the past, which was full of interest for us. It was a company of soldiers in the castle yard going through their facings, and clad in petticoats instead of trousers.

We saw where King James sat as he presided o'er the burghers' sports, and where he awarded the prizes to Douglas; but we didn't see where the hole was from which Douglas wrenched the earth-fast stone

"From its deep bed, then heaved it high,
And sent the fragment through the sky,
A rood beyond the farthest mark,
And still in Stirling's royal park,
The gray-haired sires who know the past,
To strangers point the Douglas cast."

No one pointed it out to me, and if they did I'd be like St. Thomas, a kicker, who would not believe without seeing.

After gorging on the interesting places, we took a final view of the Wallace Monument on the top of Abbey Craig, and took our leave of some very courteous people and wended our way to Edinburgh town.

In due time we arrived and were domiciled in a hostelry from the windows of which we saw the castle plainly an eighth of a mile away. Next morning after our arrival we walked along Princess street viewing its splendor until we came to the mound, where we turned to the castle, where we spent half a day seeing places which were trod over by countless feet of "sages who wrote and warriors who bled," kings who strutted their brief hour upon the stage of life, queens who bewitched the kings, just as their sisters are doing today, and who made history on every square foot of the inside and outside of the noted place, the contemplation of which will entertain tourists so long as a guide acquainted with the locality has a tongue to wag and an unfortunate to listen to the uncontrollable flow of verbal fluency that rolls out from his capacious mouth.

We saw Holyrood, and in fancy we saw "Heron's beautiful dame" bewitching King James in one of its state parlors, and at his request reluctantly going to the instrument swearing "her pretty oath by yea and nay, she could not, would not, durst not play;" then in her fine rich voice, amid all the blandishments of a lady who had a king at her feet, she rolled forth from her liquid throat the pulse-throbbing lyric of Young Lochinvar.

Edinburgh is a historical city, probably one of the most historical cities of the world. From Princess Street Station, for one mile along the street of that name to the castle, it is unsurpassed in any country in the world.

We came back to Glasgow, had a refreshing night's sleep, and took our departure the next morning from Buchanan Street Station for Ayr.

When we left the train and had walked a couple of hundred feet we saw a counterpart of the great immortal standing in repose on a Scotch granite pedestal in

the Public Square. On the squares of the base were scenes from "Tam O'Shanter," "The Jolly Beggars," "The Cotter's Saturday Night," and "Highland Mary." He appeared to be looking toward where he was born two miles away. It is sad to think that the genius of Burns could not be fully recognized until after his death. The poor fellow that starved in life was carried to the grave, followed by the nobles of Scotland. At the unveiling of one of his monuments at Alloway his mother is on record as saying, "Ah, Robbie! Ye asked them for bread and they ga' ye a stone." I have already seen a monument, a mausoleum, and several statues of him in the few places I've visited. Scott has to share the honors with him in every place from Scotland to Westminster Abbey.

"Such graves as his are pilgrims' shrines,
Shrines to no code or creed confined
The Delphian vales, the Palestines,
The Meccas of the mind."

After seeing his monument at Alloway, the banks and braes of bonny Doon, the straw-thatched cot, and the room within it where he was born, Alloway's auld haunted kirk, and the brig the ghosts led by Maggie dare na cross, we bade an affectionate farewell to the sacred scenes, and left to visit Dumfries.

We there saw a mausoleum, a statue, and in the Globe Tavern of the place where he wrote "O Lovely Polly Stewart," on the window-pane, we saw it also.

After gratifying our desire to see the places made famous by the noted bard we took our leave of Dumfries and also took the train for Carlisle.

How beautiful the country looked! The husbandman was afield with his sleek and well-fed team. The hedges between fields looked as if they had been newly gone over with the clipping hook, and the red and white thorn-trees were aflame in their bloom. The sun of May was beaming from an unclouded sky, and on all sides the landscape was beauteous, the sight of which shall never be forgotten.

In due time we crossed the little river Sark, which is but a short distance from

Gretna Green, where many a twain were made one, regardless of the dislikes of pa or ma, and we were in England.

We had in our compartment a fine companion who knew every foot of the soil we were going over. He told us a story of Gretna Green which will stand repeating:

"A crusty old well-to-do farmer had an only daughter who had a hankering for a neighborly swain who failed to get the daughter for a wife when he applied. 'Love laughs at bolts and bars' in this case, as well as in scores of others; but it was the girl who rose to the occasion, and did all the plotting. She told the intended bridegroom to have his two fleetest horses saddled and awaiting her at a designated place. She knew her father was on the watch, and she had to be carried. With the assistance of her maid, she got over the garden wall, and was mounted alongside her steady, and away. After giving them a fair start, notice was given the old man that she had gone, and he gave chase. He was but about ten minutes behind the fugitives, but what will not that time do when the girl is plotting? They reached the Gretna Green parsonage and had the knot tied in time with a short service provided for, and the old man gave them his blessing and made them happy."

At 11:30 this same night we arrived at Leeds.

SHANDY MAGUIRE.

(To be continued.)

Tonnage and Pay.

BUFFALO, N. Y., Sept. 8, 1909.

EDITOR JOURNAL: Brother Freenor hits the nail on the head in his letter in the September JOURNAL on the matter of tonnage and pay. On the road where I am employed tonnage has taken three big jumps in the last five years and the size of engine and rate of wages remain the same. I think we all ought to agree with him and work along the best lines leading to an increase in wages to keep pace with the high cost of living, and to get our just share of railroad companies' increased profits.

If we are to educate our children to

that degree that will enable them to keep out of the sweat shop, poorly paid factories, and department stores, we must have the necessary wage with which to do it. At the resumption of business let us get busy.

I also wish to state that a series of system union meetings are being held quarterly on the Lackawanna road and we find that they are the means of accomplishing great good, and intend to keep them going.

Now, I hope all the Brothers reading this letter agree with me when I say that the way our Editor handles such people as Fagan, Kirby Jr., and that young doctor that recently paid our Order such high compliments, is simply grand, and that we appreciate it, too.

Fraternally yours,
MEMBER DIV. 533.

Bro. Conroy 48 Years in Service.

CHATTANOOGA, TENN., AUG. 20, 1909.

EDITOR JOURNAL: Under separate cover I am sending picture of one of our oldest engineers in the South. Also a clipping from the *Chattanooga Times* relative to his long experience which we hope you will present to the readers of the JOURNAL.

James W. Conroy, affectionately called



BRO. JAMES W. CONROY, DIV. 193.

"Pop" by his friends, is "dean" of the locomotive engineers on the roads radiating from Chattanooga. He was born in Brooklyn, N. Y., August 31, 1846. In 1849 the family removed to Union City, Pa., where his father was employed by the Philadelphia & Erie railroad. It was under his father's direction that James had his first service as a railroad man. He was water boy, then a grade train hand and finally, February 10, 1869, secured his first engine. The water carrying job was secured in 1861, wherefore Mr. Conroy has 48 consecutive years of railway service to his credit, 40 of them being passed mostly in an engine cab.

In 1871 he left the Philadelphia & Erie and went into the service of the Baltimore & Ohio at Newark, O. In 1873 he went to the Panhandle. In 1878 he commenced service for the Cincinnati Southern, by which he is still employed, making 31 years with that road.

Mr. Conroy is the oldest engineer in the Queen & Crescent system service.

While he has had a goodly number of "close shaves," as he phrases it, he has escaped serious accident except in one instance. Then he had a leg broken in a collision which was not his fault.

Nearly all of the present passenger train engineers on the Cincinnati Southern road have been his pupils. Among those best known here who have grown to be engineers under his tutelage are James Stewart, Charles Clavel, Patsey Crowe, Joe Elliott and Andy Moore, all of whom are rated A1 engineers.

His ready Irish wit and jolly disposition render Mr. Conroy one of the most popular of railroad men. He now commands engines Nos. 532, 1 and 2, pulling the fastest and best trains in the Queen & Crescent service.

He is a member of Subdivision 198 B. of L. E., of the Knights of Columbus and the Order of Elks.

Subdivision No. 780.

LESLIE, ARK., Aug. 25, 1909.

EDITOR JOURNAL: While reading our JOURNAL I have never discovered anything about Div. 780, and as I would like to have our name on the pay-rolls with the rest of the Divisions, I thought the best way to get it there was to do like the other wide-awake Brothers, furnish our Editor with some news.

Division 780 was just organized on May 2, with 8 members, and we now have 18 with 4 more to take in, and all the Brothers are good live ones, too, and willing to do anything to help the good work to the front.



PASSENGER CREW, MISSOURI & NORTHERN ARKANSAS RAILWAY.
Bro. F. E. Fehman, 780. W. E. Tucker, B. L. F., 771. S. R. Mearns, O. R. T., 425. H. L. White, B. R. T., 513. C. M. Welborn, O. R. T., Agt.

We have a good little business and it is getting better all the time and when you meet one of the boys you always meet a smile with him; and I want to say that if the barbers went to shaving by the yard on the Missouri and North Arkansas boys, they would have to strike for higher wages, for you don't see any long faces here, and they all believe in lining up and showing what they are in the Division and out.

Hoping that our good Editor will find room in the columns of our JOURNAL for these few lines, and that some of the other Brothers will get busy and drop in a few notes to help fill out and make our JOURNAL the best one of all, I am

Fraternally yours,
F. E. FEHMAN, Div. 780.

Representation.

MEMPHIS, TENN., Sept. 4, 1909.

EDITOR JOURNAL: We note with pleasure that some members are again calling attention to the subject of representation at our conventions. That this question will have to be settled at the next convention is very evident, and that we may do so the Brothers should express their ideas through the JOURNAL often and freely. I note with regret that the Editor in the last JOURNAL should have to call our attention to the Correspondence Department, and the note is well worth reading; behind this note I read a whole long history. Brothers, is the internal condition in our Subdivisions such that we can afford to wholly neglect the most vital part of our organization and profession? The struggle for office by the individual members is one thing that needs looking after. Let the next convention enact a law that it shall be an offense for a Brother to either suggest or work for himself for an office in the organization. This I believe would put a stop to the eternal rupture in our Subdivisions. If a Brother commits himself in any way that leads to an attempt to suggest himself for an office, the penalty should be a total bar against him to ever hold any office.

Brother Freenor's article in the September JOURNAL is full of meaning. For years we made many attempts to stop the long hours; in vain we worked until at last the 16-hour law relieved us from the awful slavery to which we made ourselves willing because of a few paltry dollars in overtime. Now overtime is a thing of the past; the dream of lighter tonnage and a quick trip over the road (if anyone did really believe that the 16-hour law would give him that) let him now see that instead of lighter trains so as to shorten the trip we pull with the same engines 300 tons more, and then manage to get in under the 16-hour law. What we want now more than ever is pay for work done after the maximum of regular working hours are past—either 12½ miles per hour, or time and a half after 10 hours. The only way we can succeed will be through the convention. Our claims are only just and why do we hesitate?

In relation to representation at our conventions, I am now, as ever, of the opinion that the expense should be borne by the collective membership and not by Subdivisions. I agree with the opinion that we have too many delegates, but where shall we cut? No one seems to be willing to even submit to the idea of a reduction. The attempted plan at the last convention for the payment of dele-

gates through the Grand Office, through an assessment on the collective membership, is good, and I would suggest that no Subdivision having less than 35 members shall send a delegate (unless such Subdivision is willing to pay the extra cost over the pro rata assessment by the Grand Office). In all localities where there are more than two Subdivisions, at each biennial election each Subdivision shall elect a member known as pro-convention delegate; these delegates shall meet 30 days after the election at some place designated in such locality, and there elect delegates to the convention: only one delegate for every 300 members in such locality, from 300 to 600, two delegates and so on. Where there are two Subdivisions the Subdivision having a majority shall elect two members to the pro-convention; the members shall elect the delegate to the G. I. D. from their own membership.

I am sure that my idea will meet with the ever-ready acclamation, taxation without representation, but we are not an organization with divers interests, and it is folly for anyone to say that if a Brother is a delegate from a Subdivision that has a large membership he should have more to say in all matters. I hold that it is wrong for one delegate to have from 5 to 6 votes in any matter at the convention.

Now, then, let's have some of your stored-up opinions and don't be so silent.

Yours fraternally,

W. E. BRADFORD, Subdivision 23.

What Shall Our Headlights Be in Future.

SPRINGFIELD, MASS., Sept. 1, 1909.

EDITOR JOURNAL: Will you kindly give me space in the JOURNAL to say a few words about the headlight? I have seen quite a number of pieces lately about the electric headlight being the headlight for locomotives. I for one hope that the railroads will not adopt the electric light, unless it is brought down to the candle-power of the good old oil headlight of 40 years ago, when we had the Hall and the Williams headlights. Those headlights were good enough for any man to run with. I find that, after a good many years of experience on an engine, the trouble is not all in the oil lamp; it is in the way it is built and set on the engine. In years gone by when we had a headlight that had a deep reflector which was well coated with silver, and the headlight was set upon the smoke arch, and pitched down so as to strike the track at about 200 feet ahead and showed a full moon, as we used to call it; we had no trouble seeing the tracks, and all that

was on it to see. I find the great trouble with the headlights of today is the shallowness of the reflector, and the way it is set on the arch. The most of them are pitched so they shine up in the air instead of down on the track where they should shine. I would like to take a good old Williams reflector and have it put in good running condition, as we used to have when I was taking care of one, and put it on some engine and set it right, and see what the engineers of today would say. The engines are so high that the light should be put down in the center of the arch. We have all seen our observation engines (or ping pongs, as some call them), with their electric headlights, and we know how nice they are, and how much we can see after they have gone by. I have done lots of thinking when I met them on the road, and then met an express train, with their candle lighted on their engine. It is quite a contrast. I think it is about time that there was something done to give the engineer a headlight that he can see the track he is running on, and if there is anything in front of his engine. A good many years ago I had a Hall headlight that was a good one. I remember one dark night the conductor and brakeman were on the engine, and the conductor said, "Let us see how far we can see with that headlight tonight." We were on a long straight line, and there had been built a new section house; it was painted white, with new shingles, so we counted the telegraph poles, they were 9 rods apart. We saw the white paint 21 poles, and the shingles 19 poles (can't do that today with what we have got), and I think that was pretty good showing for a headlight. If the electric headlight could be made about the same candlepower as the old oil light of years gone by, it would be light enough. I would like to have some railroad try it. My idea would be this: Take a good deep reflector with a good coat of silver on it, and an incandescent light of the same candlepower as the old oil light, and try it and see if it wouldn't give light enough. It would make a light that would not blind the engineer coming toward it. On the large engines they have the headlight put in the center of the arch, the same as some roads have them now. And then set the headlight pitched down so as to strike the track at 200 feet ahead of the engine, and give it a trial. I think that would settle the question in regard to the coming headlight. I do not think that it would be glaring, so as to affect an engineer's eyes, and he would have a good light to see the track with. I hear someone say, "Oh, he could not see

far enough ahead so he could stop." Neither could he with the flashlight, but he would fix the eyes of the engineer that was coming toward him so he could not see for some ways. The light of my idea would not bother the other man, and he would have a good light to see with. Now I claim that with a good deep reflector with a good coat of silver and properly adjusted, with kerosene at 210 test, it would be just what is wanted. The question is this: "Which would cost the most to equip and maintain?"

Fraternally yours,

T. C. DENNIS, Div. 63.

Green River, Wyo., Club House.

Another U. P. Railway club house has been added to the series presented in the June JOURNAL, at the dedication of which on May 31, 1909, Bro. W. R. Gilpin,



U. P. CLUB HOUSE, GREEN RIVER

member of Subdivision 136, delivered the following address:

Mr. Whitney, and Brother Railroad Employees:

Yesterday and today the people of this country of ours were engaged in celebrating an event which is conceded by all to be the most important of all of our national events—that of Memorial Day. As we walk through our cemeteries we often look with pride and wonder at the grand monuments erected in memory of some loved one who has passed to the great beyond; and, oftentimes, we pause and wonder what motive or what act inspired their erection. There can be but one answer, and that is: "Erected as a tribute of love to those who have gone to their last home."

We, the railroad men of the Union Pacific, are today celebrating an event which, to us, as railroad men, means more than any of the concessions that

the Union Pacific Railroad Company has given to its employees. We are gathered under a useful and beautiful monument erected by the Union Pacific Company and dedicated to us as railroad men, and it cannot be other than the same spirit which prompted the erection of the other tribute of love; and it needs no words of mine to tell you how complete their labors have been. You see here a fine club building 2 stories, 48 feet by 72 feet, which is arranged for a library, reading-room, classroom, pool and billiard-room, six bathrooms, two shower baths, toilet, lavatories, linen and janitor's room supplied. The second story divided into a rest room and 33 sleeping rooms, furnished with a comfortable bed, chairs and small table; and there can be but one motive for expending such a sum of money, and that must be the same motive that we, who belong to our various labor organizations, have been striving for years to accomplish, that of improving the morals of our railroad men, both intellectually, physically and socially, uplifting the standard of all of us in the community, such is the building as we are now gathered in. It has been but a few hours since, in Green River, a cushion and the shady side of a water tank, or the floor of the engine-room, or even amongst the lilies on the river bank, was the place that the average railroad man had to enjoy the eight or ten hours' rest so graciously granted by our lawmakers. I do not concede that this building is too good for railroad men, I do not think there is anything in this world too good for us; but I do say that sometimes I cannot help but think that the railroad men are not always as good as the benefits they are receiving. We have all heard today what the management expects of us in return for their labors; it is not so hard but what even the call-boy or the men working on the section can, without any special effort on their part, readily and willingly obey. That the success or failure of this building will depend entirely on our own selves, and it seems to me, the very least we can do is to give to the company our loyal and undivided support. Let it not be said of us, as it was said of the king in ancient times when the handwriting appeared on the wall, "Weighed in the scales of life and found wanting." I feel positive that I speak the thoughts of each railroad man present, when I say we are proud of our building, of our home, and that we will show to the management by our conduct that we appreciate it more than words can tell.

To the management and to Mr. Whitney, and all the officials of the Utah division, on behalf of the railroad men of

the eighth and ninth districts, and I may say on behalf of every railroad man that crosses the doorstep of this beautiful building, we extend our heartfelt thanks for the interest they are taking in us, and we pledge ourselves that as far as our ability will permit, we will conduct ourselves so that they will never regret the day they opened the Railroad Men's Club in Green River.

I thank you for your attention.

Reduction of Number of Delegates.

GLENDAL, O., Sept. 11, 1909.

EDITOR JOURNAL: I wish to again call the attention of the members of the B. of L. E. to my plan covering the reduction of delegates to the G. I. D., which may be found on page 61 of the report of the Committee on Constitution and By-Laws of our last convention. The purpose of this plan is to abolish the present form of Legislative Boards of Organization and in their stead create a State Division. This division will be governed by the same laws as the former Legislative Board but will have the power as well of electing the delegates to the G. I. D., and will make legislative work compulsory instead of optional as heretofore.

The power of instructing the representatives in regard to the making of legislative laws or G. I. D. laws will still reside in the members of Subdivisions.

The G. I. D. delegates will be paid from the general fund while the qualifications for these delegates remain the same. The electing of G. I. D. delegates from the state divisions will create a stronger interest in laws made upon which our future depends.

Fraternally yours,
M. J. DOOLEY, Div. 95.

Brother John Honnaker Retired on Pension.

LOUISVILLE, KY., Sept. 3, 1909.

EDITOR JOURNAL: Enclosed please find a photograph of Bro. John Honnaker, a member of Division 365, which we would like to appear in next month's JOURNAL with the enclosed eulogy, as follows:

Brother John Honnaker, better known as "Uncle John," was born Nov. 25, 1834, at Benson, Franklin county, Ky. He entered the service of the Louisville, Frankfort & Lexington Railroad, the first railroad built in the State of Kentucky, and now a part of the Louisville & Nashville system, in May, 1849, driving a horse and cart in the construction

of the road. In September, 1853, he entered the service as a brakeman. In March, 1854, he took the position of fireman, where he fired until October, 1858, when he was promoted to the position of engineer, remaining in the service of the road in this capacity until October, 1908, when he took a leave of absence and went to Florida for his health, after a continuous service of 50 years, in the position of an engineer on the same division of road that he helped build more than half a century before.

Brother Honnaker was a charter member of Subdivision 365, having been initiated into Subdivision 78 in the early

career, placed Brother Honnaker on the retired list, with a monthly pension.

The officers and members of Subdivision 365 are fully appreciative of the consideration shown one of our old and faithful members by our company, which has no regular pension plan, and point with pride to the record and life of a member of their Division that reflects credit on this organization. May Bro. John Honnaker enjoy many years yet of that peace and contentment that is the just reward of duty well done.

F. J. FLANAGAN, F. A. E. 365.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Sept. 3, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of August, 1909:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.
660.....	\$7 50

FROM G. I. A. DIVISIONS.

Div.	Amt.
435.....	\$1 00

SUMMARY.

B. of L. E. Divisions.....	\$ 7 50
B. of R. T. Lodges.....	74 90
O. R. C. Divisions.....	12 00
B. of L. F. & E. Lodges.....	43 00
G. I. A. Divisions.....	1 00
L. of A. T. Lodges.....	8 25
L. A. C. Divisions.....	12 00
L. S. to F. Lodge.....	2 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
J. McQuaid, Div. 39, B. of L. F. & E.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
Lawrence Gannon, Div. 4, B. of R. T.....	1 00
Albert W. Gore, Div. 175, B. of L. F. & Div. E.....	1 00
C. H. Everley, Div. 424, B. of R. T.....	1 00
W. J. Knox, Div. 24, B. of R. T.....	1 00
A. E. Preston, Div. 788, B. of L. E.....	50
Station Div. 23, C. & N. W. conductors' room.....	3 40
From four members Div. 591, B. of L. E.....	4 00
Penny fund at a union meeting Div. 245, G. I. A.....	3 85
Proceeds of a picnic given at the Home by Div. 1, G. I. A.....	19 00
Proceeds of a ball given by members of the O. R. C. and B. of R. T. at Sunrise, Wyo.....	50 00
Sale of a horse.....	100 00
Proceeds of social given by Div. 150, G. I. A.....	26 25
Policy of the late Brother Geo. McConnell, of Lodge Div. 190, B. of R. T., made payable to the Home.....	1186 00
Total.....	\$1561 65

Respectfully submitted,

JOHN O'KEEFE, Sec. & Treas.



BRO. J. B. HONNAKER, DIV. 365.

'70s; served his Subdivision in all the various offices from Chief Engineer down, and leaves a record behind him of which any Brotherhood man might be justly proud.

Through the diligent work of Bro. Geo. L. Ihrig, C. E. of Subdivision 365, who brought Brother Honnaker's long and faithful service to the attention of the officers of the company, Mr. C. W. Bradshaw, superintendent of the L., C. & L. division, took the matter up with our superintendent of machinery, Mr. T. H. Curtis, General Manager B. M. Starks and Vice-President George Evans, who, in token of the appreciation of the company for his long and exceptionally suc-



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 941 Morse avenue, North Side, Chicago, Ill.

School Days.

Now vacation time is ended,
And the sound of little feet
Is like music, as they're passing
To the schoolhouse down the street.
How the children hurry onward,
"School begins" they proudly say,
Faces bright, with books and pencil
Each one ready for the day.

From our window where we see them
As they patter quickly by,
And we listen to their prattle
Somehow a tear bedlins our eye.
For our hearts go with the children
Happy, joyous, free from care,
Each one going to a lesson,
And we softly breathe a prayer

That the Father may watch o'er them
Daily as they tread the way—
To knowledge beckoning before them,
Which is gained from day to day.
Every dawning brings fresh lessons,
Every year brings something new,
And we know with school days ended
Each will have a work to do.

For life is but a school, my darlings,
Many lessons you must learn,
Some of them will not be easy,
And from them you'll want to turn.
For some clouds will round you gather,
And the shadows veil the sky.
Do not shun, but face each lesson,
You will learn it if you try.

Every one that's set before you
Must be taken as a test,
All the world is one big schoolhouse,
And from tasks there is no rest.
Learn them well, and live them rightly,
Day by day and one by one,
Then with life's long lesson ended,
God Himself will say "Well done!"

MARY E. CASSELL.

Uninteresting People.

How often one hears such a remark as this: "I can't get on with Miss Brown, she is so dull," or "I can't endure Mrs. Smith, she is so hard and unsympathetic."

I wonder sometimes if we know what we miss by avoiding the society of "uninteresting people."

It does not occur to us when young to so forecast the years as to imagine what we will be like when we grow old, or what is less interesting, middle-aged, what effect a few years of living alone would have on us, or a great many years spent under trying circumstances. Suppose we resolve that whenever we meet a disagreeable, odd, uninteresting person, we use whatever knowledge we have of them to piece together their life's history, and then consider whether if called on to undergo a similar experience there would be much brightness or tenderness left in the surface of our characters. We may rest assured that no novel one ever reads is half so interesting as a study in real life.

I have known more than one hard, cross and unsympathetic woman, who, upon closer acquaintance, has developed into a loving friend.

Can we not fancy how many such persons there are, and would it not pay to cultivate their friendship? It only requires the magic touch of sympathy to bring a ray of sunshine into many a dark and desolate life. When we see a reserved, dull and uninteresting woman, it

is not difficult to read the history of her life. She was perhaps the oldest of a large family, and thus grew prematurely serious. She tried to share the burden of responsibility with her delicate mother, she denied herself that her brothers and sisters might be successfully launched in life. Can we not fancy that the younger members of the family, accustomed to her unselfish care, scarcely reckoned it at its true value; that, while ready to share their troubles with her, they did not always ask her to share their joys; that they got the impression that "Susan" was such an old soberside, she was happier at home with the old folks, than joining in any gaiety or fun? And so it is with every life, there is a shadow somewhere, but there must also be light behind to cast the shadow. Let us look for the light.

There are no really uninteresting people. It was Walter Scott who declared that he never talked for half an hour with anyone, from prince to beggar, but that he learned something. In every rank of life, in every age and disposition, there is something to interest the one who will look for it. ANONYMOUS.

The Work of a Mother of Girls.

The mother of girls has a great responsibility. Too many women fail to realize this, and in after years when their daughters have grown up and away from them—it is apt to develop into the bitterest sorrow of their lives.

There are few mothers who are deliberately careless. Their mistakes are due to ignorance. They have set ideas as to how a girl should act, what she should do, say, and as to how she should dress, and how marry, and they adopt a stereotyped mode of development which works all right with six cases out of a dozen, but deals havoc with the remaining half.

In a family where there are two daughters one is usually more like the mother than is the other. Between the mother and this girl there is a comradeship of which the other knows nothing. The one daughter is, perhaps, quiet, even-

tempered; and domestic. Outside storms rarely ruffle her placid temperament. Her mother never has to argue with her over anything. There is absolute accord between the two.

With the other it is different. She has a restless, volcanic temperament. The monotony of household duties is almost intolerable. She craves music. The subtleties of life, not its commonplaces, appeal to her. Lying in a hammock dozing over a book throughout the calm of a summer afternoon is something she could never do, but she delights in storms and is never so happy as when in the open, battling with the wind and feeling the sting of sleet dashing in her face.

To misunderstand such a girl is dangerous. Harsh restriction or a stupid insistence on a certain mode of procedure almost always proves fatal. On the other hand she is responsive to the slightest loving touch on the guiding reins. She is capable of the greatest of self-sacrifices and a tenderness and nobility which her quieter sister could never attain nor understand. Handled aright she will make a mark for herself in the world. Wrongly dealt with, she shrivels like a flower crushed in a hot hand.

The mother of girls should have the faculty of putting herself in the place of her daughters. She should ask herself why the girl disobeyed. If she had been in her place under the circumstances might she not have done the same thing and if so—why? Under this sympathetic treatment the most strained and difficult situations often adjust themselves with but little friction and between mother and daughter there is established a bond of sympathy which nothing can ever break.

Many mothers unconsciously demonstrate goodness as a pill. Instead it should be presented as the most attractive thing in the world. The average girl is beauty loving, with a little germ of worship of the best life holds buried in her, which may be either crushed or brought by careful tending to a brilliant flowering.

The mother of girls! It means a lot.
—*Columbus News*.

The Grumbling Habit.

Grumbling is a common habit with some people, and the singular feature is that no one grumbles over a really serious calamity, only about the real or imaginary annoyances of everyday life, which might as well be passed over in silence.

The other day a long train of passenger cars stopped at a small suburban station, and necessarily the front and rear cars were considerably distant from the station platform. Immediately there was an outburst of grumbling. "This is an outrage," exclaimed a lady, as she got out of the front car. "I've got to walk about a mile back to the station, just because the company doesn't land me there." At the same moment a lady who was getting out of the rear car was exclaiming: "Did anyone ever see the like! I paid my fare to the station, but it seems the company is too mean to carry me there. This ought to be exposed."

Then there alighted a man from the middle car, directly opposite the platform. Of course, you will say, he was satisfied. Not at all. He also was a grumbler and must have his say. As he descended from the car and saw that he was in front of the station door, he remarked: "Huh! hit it right this time, must have been an accident, though; company too mean to accommodate anyone on purpose."

Meanwhile the other passengers were as happy as larks, and never thought of making themselves miserable over what could not be helped. E. E. A.

Welcome Home.

I want to give a welcome
To Shandy and his wife,
Who went abroad some time ago
To scenes of their past life.
We've watched you through the JOURNAL
To see what you had to say,
About the voyage o'er and back,
And your trip from day to day.

Your poem full of lovely words
About the Emerald Isle,
Took me back there once again:
But one thing made me smile,

You told us you were singing
"In the place where Tom Moore sat:"
You'll have to sing, when next we meet,
To make us believe *that*.

You listened to the blackbird,
And heard the skylark's trill,
As you wandered in that lovely vale
So beautiful and still.
Of course, you saw Killarney's Lakes,
And visited Tyrone,
But if you went to Blarney
You didn't need to kiss the stone.

We're glad to know you're back again
From the perils of the sea,
Under the dear old Stars and Stripes,
Beneath your own home tree.
Both to yourself and your good wife
A tribute we would pay,
A hearty, hearty welcome home
From myself, and the G. I. A.

MARY E. CASSELL.

Union Meetings of the G. I. A.

LOS ANGELES, CAL., July 8, 1909.

Several days before the union meeting was to take place our guests began to arrive, and the different reception committees were kept busy meeting all trains. Los Angeles, always beautiful, was in gala dress, and with its myriads of pennants, flags and lanterns was well worth coming far to see. It was a jolly crowd of G. I. A. women who met in Masonic Hall, Thursday morning, July 8, and as all registered they were given a souvenir badge and program.

The union meeting was opened by Sister R. W. Newbill, President of Golden State Div. 104. All Grand Officers and Presidents were escorted to rostrum. Sister Willet Bruner offered a touching and earnest prayer, and all joined in our opening ode. After an address of welcome by Sister R. W. Newbill, our Grand President Sister Murdock was introduced and responded by a short address. The morning was pleasantly spent in hearing from our different Grand Officers and Presidents, and also from our Past Grand Chaplain Sister Boley.

At noon lunch was served in the banquet hall. At 1:30 p. m. meeting was called to order by Sister Warboys, President of Arrowhead Div. 392; the opening form was exemplified by Div. 392; initiation by Pacheco Div. 339; welcome to

transfer members by Smiley Heights Division 243, and closing form by Arrowhead Div. 392.

At 8:30 p. m., a reception and banquet was held in Lincoln Hall, Walker Theater Building. The hall was beautifully decorated with flowers and ferns and pennants in the color of our Order. This reception was attended by about 300 of the Brothers and Sisters. Sister J. J. Norton was chairman of the evening. The drill team, composed of 16 members selected from the two local Divisions, 104 and 392, put on their fancy drill. Perfection was spelled out in every individual move, and the grace in which the drill was executed won the applause of all present. After a short program, consisting of reading, vocal and instrumental music, and addresses by Grand President Sister W. A. Murdock and Bro. R. W. Kelly, all were invited to repair to the banquet hall, where an inviting feast had been prepared, to which all did justice. The banquet was followed by a dance, Arend's Orchestra furnishing music for the evening. Sister Murdock was presented with a beautiful basket of roses from the two Los Angeles Divisions.

Friday, July 9, all met at Lincoln Hall, Sister Newbill presiding. Meeting was opened by Div. 104. Balloting was exemplified by Oakland Div. 156; burial form by Divisions 104 and 392. Lunch was served in the banquet hall at noon. Meeting was again called to order about 1:30 p. m., when installation was exemplified by Margaret Crocker Div. 180, closing by Div. 104. Union meeting was closed by Sister J. W. Warboys, President of Div. 392, with a few parting words of farewell, and hoping all might meet again at the next union meeting. As the different forms of our ritualistic work were exemplified they were duly praised and criticised by our Grand President, who pointed out all errors and answered all questions, and all felt they had been greatly benefited by this union meeting.

The different railway organizations had been invited to a reception in honor of our Grand President, Mrs. W. A.

Murdock, and other Grand Officers, from 3 to 5 p. m., and there were a large number present, the reception being held in Lincoln Hall. Sister Murdock was the recipient of several beautiful baskets of flowers, cut-glass and hand-painted rose bowl from the different Divisions.

Saturday, July 10, was given to pleasure and a picnic to Long Beach. After a dip in the ocean, all were ready for the hot fish dinner which was served to over 300 in the pavilion, the Long Beach band furnishing music. At 1 o'clock Mayor Windham, of Long Beach, delivered an address of welcome. The afternoon was spent in sports on the beach. The tug-of-war between Divs. 104 and 392 caused lots of fun and was won by Div. 104, the prize being a silver loving-cup. The train that pulled into Los Angeles about 7:30 p. m. carried a lot of tired but happy people, and all agreed that this ended the most successful union meeting ever held by the G. I. A. E. J. D.

Ushered in under the most auspicious circumstances, with smiling nature attuned to the spirit of the occasion, the union meeting at Savannah, Ga., of the B. of L. E. and the G. I. A., on Aug. 17, 18, 19 and 20, 1909, was launched upon its four days' session. Words of welcome and the warm hand of fellowship were extended to the visitors. The addresses of welcome were responded to by Bro. W. A. Hoskins of Knoxville, Tenn., and Brother Hiner of Memphis, each proving his ability to amply take care of the acknowledgment of Savannah's greeting. Mrs. W. A. Murdock, Grand President of the G. I. A., was at her best, and in a short address sounded the keynote of the convention when she called on the Brotherhood and the women of the G. I. A. not to forget that they were and are a labor organization. She spoke of the fact that the Brotherhood was called the aristocracy of labor, but she warned all against the danger of forgetting that they owed this very title to their ability to stand shoulder to shoulder in the face of adversity and opposition. Miss Griffith and Mr. Fogarty sang very

beautifully, as did Miss Edie May Ballard, who, as a black mammy in a Southern lullaby called for delighted applause. Mrs. W. A. Murdock was the recipient of a beautiful bouquet of white roses.

The patriotic air rendered by the group of girls in costume was heartily received. There was no session at night and a party composed of Sister Murdock, President of G. I. A., Sister Fairhead, Grand Chaplain, and Sister Gilchrist, Trustees of V. R. A., together with the following Brothers and Sisters, formed a party and were escorted to Tybee Island by Brother King and his committee of Brothers, to the Sea Breeze Hotel, where the most delightful supper of fish of every description was enjoyed. Those who attended the banquet were: Brother and Sister Orr of Macon, Ga., Brother and Mrs. Hiner of Memphis, Tenn., Bro. T. J. Hoskins and Miss Hoskins, Knoxville, Tenn., Bro. Claude Storer, Atlanta, Ga., Bro. C. W. McClain, Atlanta, Ga., Bro. T. W. King, C. E. Div. 646, Savannah, Ga., Bro. C. W. Greiner, Savannah, Ga., Bro. O'Donnell, Savannah, Ga., Bro. C. E. Paul, Savannah, Ga., Bro. T. M. North, Savannah, Ga., Miss Queenie McFadden, Tybee Island, and Miss Ruth Bond, Daytona, Fla.

Wednesday the ritual work of the G. I. A. was given, and was highly commended upon by Sister Murdock, and thoroughly enjoyed by all the visiting Sisters. Every State in the South was represented by large delegations of women.

A merry crowd assembled at 8 o'clock for a trolley ride to the Isle of Hope and Thunderbolt. Upon arrival at Thunderbolt, by invitation of Brothers Jones and Hoskins, Sister Murdock, Sisters Fairhead, Gilchrist, Carlyle and Brooks again boarded a trolley and were taken to the beautiful Bonaventure Cemetery. This trip was one which will be ever remembered; we gazed on the beauty of the trees whose branches were overgrown with fern and ivy, and moss hanging in thick profusion from all the branches. As we read the beautiful inscriptions on the monuments we thought what a privilege it was to be at rest in such a place. Upon our return to Thunderbolt we were again invited to partake of another fish supper, which was thoroughly enjoyed. The committees of both the B. of L. E. and G. I. A., together with the Grand Officers, were seated at the same table. Much to the regret of all, Sister Murdock was obliged to return to Chicago on Thursday morning, thus missing the delightful trip to Tybee Island. The whole day was spent here by the B. of L. E. and their families. Surf bathing and dancing were indulged in, and in the

afternoon Olive Branch Division of Savannah, Ga., gave a beautiful drill. Friday a joint session of the B. of L. E. and a boat ride up the Savannah river concluded the festivities, and all voted it one of the best union meetings ever held in the South.

Brother King, as chairman of the B. of L. E., and Sister Fogarty, chairman of the G. I. A., deserve great credit for the able manner in which they provided for the entertainment of everyone, and they surely deserve a rousing vote of thanks.
J. W. G.

Division News.

ABSARAKA Div. 890, Sheridan, Wyo., is wide awake and doing fine work. Within the last year we have added 10 bright Sisters to our membership. Our attendance has been fine, especially the officers, and several social affairs have added to the interest of the Order. On April 21 we gave our first annual ball, which was attended by a large number of our citizens, and netted us a neat sum for future emergencies.

I am pleased to add that our insurance membership is gradually growing, and that is as it should be.

If this escapes the editor's wastebasket you may hear from us again.

A SISTER.

Two years ago when the Denver ladies withdrew to form an organization of their own, it left Trio Division 300, Amarillo, Tex., in a very crippled condition, having only seven resident and three non-resident members. However, we all "got busy," taking for our motto "Watch us grow," and we now have a membership of 32, having added 11 of that number to our organization this year. Our growth and flourishing condition are largely due to the untiring efforts of our beloved President, Lenora Blake, and her efficient corps of officers. We all have the welfare of our Order at heart and our President has the happy faculty of knowing how to manage her willing subjects to get the very best work out of them. If she scowls at us the merry twinkle that follows wins us to her way of thinking—or ordering.

This last year has not been without its difficulties in obtaining good attendance, as the stork has visited so many of our homes; but even this has been made the occasion of good-will and sociability, and "shower" parties have delighted the heart of the prospective mother, who in turn has served her guests with delicious refreshments. There have been seven such parties in less than a year. Besides

these we have had various other entertainments, one of which was a surprise on Sister Atwood, our worthy Guide, in honor of her 25th wedding anniversary. She was presented with two lovely silver pieces, slight tokens of the love and esteem in which she is held. It would take too much space to tell of all our good times, but I must write of our last and most enjoyable one, it being the occasion of the celebration of the sixth anniversary of our Division, July 22, 1909.

A general invitation had been extended to the engineers, their wives and families, a few friends, and to the two G. I. A. Divisions at Wellington, Kan., and Enid, Okla.; ten Sisters from the former and two from the latter place availed themselves of the invitation. The exercises of the evening were opened by the officers' drill, at the close of which they grouped about the piano and sang our opening ode. A short but pleasant address of welcome by our President, Sister Blake, was followed by music on the guitar by Carl Pryor, and a motion song by four little tots, Coyla and Juanita Hilton, Helen and Herbert Bowers. Next a drill by 14 girls dressed in white, wearing red, white, blue and purple ribbons with the printed letters G. I. A. on them, and two little boys, sons of Brother Blake and Bro. M. E. Smith, dressed as engineers and carrying oil cans. The girls wove ribbons about one of their number, forming a star, and when making the crescent they sang a song written especially for the occasion by Sisters Hilton and Linebarger, to the tune of "Dixie." This number was much enjoyed and a great deal of merriment was caused when the little engineers having fallen behind took such long strides to catch up with the rest. After this there was more music on guitar by Mr. Straub, a recitation by little John Blake about the engineers, followed by a response from Fern Harmon who a G. I. A. would be. Both recitations were composed by Sister A. W. Cross. A piano solo by Fern Stonefield was well rendered, and a recitation by Miss Myrtle Anderson was especially fine and well spoken. After a brief and interesting address by Sister Katie Zook, giving a history of our Division, remarks by Sister Melville, President of Acne Div. 460, Wellington, Kan., Sister Cartwright, President of Enid Div. 464, and Brother Taliaferro, of D. H. Nichols Division B. of L. E. 299, giving us words of praise and encouragement, were listened to.

A fancy drill by 12 Sisters all dressed in white and carrying fans on each of which was a crescent and star, and the

captain carrying a lovely white satin banner on which was painted a beautiful carnation, formed a beautiful and pleasing sight. The figures put on were the letters G. I. A. to the B. of L. E., and the crescent and star. The fans and the banner were the work and gift of our talented Sister, A. W. Cross. Delicious refreshments of ice-cream, cake, such as Trio Division knows how to make, and fruit punch were served to the company by the little daughters of the G. I. A.'s. Sister Zook favored us with a German song while preparations for serving were being made. Expressions of the good time enjoyed were heard from all sides, only Brother Zook regretted having forgotten to part his hair.

The next day a trolley ride and banquet at Mize's cafe were enjoyed by the visiting Sisters and such of our Division as could attend, after which the visitors departed, thanking Trio Division for the hospitality and the pleasant time it had given them. Yours in F., L. & P.,
C. E. H.

DIVISION 186, Mobile, Ala., is still on earth and steadily growing; one good Sister came in on transfer card last meeting, August 8. We have several other engineers' wives who are coming in on applications soon. Our meetings are not well attended, owing to the hot weather, and so many away. After meeting closed Sisters W. E. Williams, W. P. Denmark and L. L. Collier served punch and cake. The Brothers had been invited to meet with the Sisters after the Division closed, and we want to thank the dear Brothers for coming, and hope they will come in larger numbers next time they get an invitation. If they only knew what good social times we are having they certainly would strive harder to attend these social gatherings. We doubt if Bro. W. P. Denmark would have been with us only he spied Sisters Roberts, Welch and Collier going to the hall with a good-sized bucket, and thinking the Sisters had "near beer," he followed to the hall, and not letting him see what the bucket contained he promised to come back later if we would "show him." When meeting closed Brother Denmark was in the ante-room; well, wasn't he a brave engineer? I should say, to face that crowd of women alone. We are glad we have one Brother we can rely on at all times, he is first to come, and last to leave. That is the kind of Brothers we want, those who take interest in our social affairs and help promote kindly feeling toward the families of the Brother engineers. These meetings are beneficial and bring the railroad families closer together.

Sister Airey gave a solo which was loudly applauded, and unusually good. Sister Airey is a talented musician, and her sweet solos are always appreciated.

A social hour was spent July 6 after meeting closed, Sister Ash, President, and Sisters Baugher and Smith treating the Sisters to ices and cream at the ice-cream parlor. These socials will be given once a month by three Sisters of the Division. This will add to our attendance and promote fraternal love among our members.

We have had the misfortune to lose one of our dear good Sisters—Sister McGhee—by moving with her family to Laurel, Miss. Brother McGhee is one of the M. J. & K. C. railroad's popular engineers. We wish them success and happiness in their new home, but hope to see them moving back to dear "old Mobile" in the near future, to their beautiful home in Oakdale.

SEC. 186.

On the evening of June 16, Bro. J. C. Gould, Chief of Div. 54, Port Jervis, N. Y., was given a surprise party in honor of his birthday. Sister Gould and her daughter, Mrs. Roy Corwin, prepared the supper, and all present voted to call again June 16, 1910. After supper our worthy Chief was presented with a silk umbrella as a little token of remembrance for many kindnesses he has extended to the G. I. A. At 1:30 the company bid Brother and Sister Gould good night, wishing him many birthday parties.

MEMBER.

THE Division at Missoula, Mont., held a delightful meeting when Sister Bida M. Reid visited us recently on her inspection tour. Sister W. G. Marshall was also with us from Hamilton. Mrs. C. A. Ostergren, daughter of Brother and Sister J. C. Anderson, was initiated at this time. Refreshments were served in honor of the occasion, and after the meeting Sisters Reid, Wardle, Hedger and Anderson were taken in Charles Marsh's auto car for a tour of the city.

J. C. A.

THE first union meeting of J. A. Harley Div. 630 and Enid Div. 463, G. I. A., Enid, Okla., was held at the Engineers' hall with about 100 friends and members present. A very entertaining and pleasing program was rendered during the evening.

The officers' drill participated in by 16 ladies was the feature of the evening, followed by an address by President Mrs. M. S. Cartwright. Engineer I. R. Scott addressed the audience next. Then came the vocal solo by Miss Laveda Jones, ac-

companied by Mrs. S. M. Cartwright; recitation, Miss Ethel Bell; violin solo, Miss Hela Fagan, piano accompaniment, Miss Hazel Fagan; instrumental solo, Miss Frances Harley; recitation, Arthur Reese; instrumental solo, Miss Ruth Hamm; recitation, Miss Anna Miller. Music was furnished throughout the evening by Misses Ruth Hamm and Ethel Bell. An elaborate menu was served and enjoyed by all.

Another of these meetings will be held the third Wednesday in September.

ON Thursday evening, August 19, the working members of Div. 92, Ogdensburg, N. Y., held an ice-cream social on Sister Smith's lawn, which was a financial success. Sister Smith being chair lady, with Sisters P. Muney, F. Muney, Horton and Chilton as willing aids. The lawn and tables were tastefully decorated with lanterns and flowers. The daughters and friends of the ladies of the committee gave their services cheerfully, in many different ways.

Division 92 has so few members living in this city that it is very doubtful if we would have kept alive, except from the encouragement we have received from our Grand Organizer and Insurance Secretary, Mrs. Chas. E. Miller.

Yours in F., L. and P.,

MRS. J. H. CHILTON, Sec. Div. 92.

F. S. EVANS Div. 99 has improved the summer as it passed merrily along. On August 25 a large number of Sisters boarded the train at 9:15 for The Weirs, N. H., to visit Sister McGilvrey who, with her husband, was ready to welcome us at their fine cottage near the lake. After the arrival the dinner seemed to be the most important feature, to which the hungry Sisters did ample justice. The next in order was a ride on the beautiful lake, as Brother McGilvrey had kindly purchased boat tickets for the benefit of all. Brother Hobbs being at The Weirs at a reunion of the New Hampshire regiments, called at "Kosy Kottage" to see the Sisters, who had then returned from their boat ride. Many of them took their annual bath. Brother Hobbs thought the idea a wise one and very conducive to good health. Several of the Sisters enjoyed the hospitality of Sister Pease at night at Alton Bay. These pleasures are very lasting in the minds of the Sisters. Another social time of two days, Sept. 2 and 3, at Wells Beach, Me., where carriages and a hay rack were in readiness at the station to convey the party to the "Summer Villa" cottage of Sisters Fannie Getchell and Etta Woodman. Here we were cordially greeted by all,

including Sister Woodman's venerable father, "Grandpa," as he is called. Mr. A. G. Whitton, hale and hearty, is 75 years old, and although deprived of that blessing, his eyesight, through a terrible misfortune, he was pleased to see the girls, as he always is when he goes to their entertainments.

Mr. Whitton served on the Boston & Albany 35 years, 20 of which as conductor. He has been blind for 15 years, just discerning light from darkness. He is a jolly old gentleman and truly shows the good care that is bestowed upon him. Sister Treferen has a cottage near by and lent her assistance, as did also Sister Goodwin, who has a fine cottage down the road, to which she took several Sisters, myself among the number, under her protecting care for the night, and also entertained at breakfast the next morning, which was greatly appreciated. During the two days many of the Sisters took a dip in the briny, which was only a short distance from the cottage. The manner in which Sisters Getchell and Woodman served the ladies by day and also by night was very commendable, and am told that several of the ladies gave a few vocal selections. Am in doubt as to whether it took place in the evening or later on. If sickness or other cause prevented the Sisters from going, I am sorry, for I will say with the others, "It was good to be there." E. W.

JULY 20 will long be remembered by members of Primrose Div. 400, Wichita, Kans. (also several worthy Brothers of Div. 364 of that place), as being the most enjoyable day of the year, the occasion being a joint picnic with members of Div. 460, Wellington, Kans., and Div. 39, of Newton, Kans.

The visiting Sisters arrived in Wichita early in the morning, bringing well-filled baskets, and all went to the beautiful Riverside Park and proceeded to have a good time until dinner was spread for about 50 people. And to say we enjoyed our dinners would be putting it too mildly, judging from the way everyone ate.

The afternoon was spent in playing old-fashioned games, viewing the many pretty sights of the park, and eating ice-cream and cake, after which all returned to their homes, hoping that we would have many more such occasions.

In conclusion, I wish to add a few words for Div. 400. Although we are all timid and this is the first attempt at telling others of our progress, we are wide awake, having doubled our membership since organizing in June, 1907, and good prospects of a still better Division.

We have organized a G. I. A. Study Club which meets every two weeks at

the homes of our Sisters to study our work, and we find that is a great help.

SEC. 400.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., Oct. 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents (\$.50) from each member carrying one certificate, and one dollar (\$1.00) from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than September 30, 1909.

ASSESSMENT No. 479.

Buffalo, N. Y., Aug. 2, 1909, of general tuberculosis, Sister Mary A. O'Laughlin, of Div. 232, aged 41 years. Carried one certificate, dated July 12, 1906, payable to Patrick O'Laughlin, husband.

ASSESSMENT No. 480.

Kansas City, Mo., Aug. 13, 1909, of tubercular peritonitis, Sister Jennie B. Fulton, of Div. 150, aged 44 years. Carried two certificates, dated April 3, 1906, payable to Joseph H. Fulton, husband.

ASSESSMENT No. 481.

Indianapolis, Ind., Aug. 14, 1909, of cancer, Sister Sarah J. Howland, of Div. 123, aged 49 years. Carried two certificates, dated Sept. 4, 1902, payable to James Howland, husband.

ASSESSMENT No. 482.

La Grande, Ore., Aug. 23, 1909, cause unknown; duration of illness 10 minutes. Sister Mary Kalmbach, of Div. 403, aged 48 years. Carried one certificate, dated Jan. 3, 1906, payable to Jess Kalmbach, son.

ASSESSMENT No. 483.

Fort Wayne, Ind., Aug. 23, 1909, pernicious anaemia, Sister Frances Glenn, of Div. 18, aged 59 years. Carried two certificates, dated Sept. 1, 1900, payable to Wm. M. Glenn, husband, and Ruth and Frances Wright, grandchildren.

ASSESSMENT No. 484.

Trenton, Mo., Aug. 24, 1909, of dropsy, tumor and heart disease, Sister Annie Crowley, of Div. 24, aged 46 years. Carried one certificate, dated Jan. 29, 1896, payable to Grand River Div. 24, G. I. A. to B. of L. E.

ASSESSMENT No. 485.

Milwaukee, Wis., Aug. 31, 1909, of cancer, Sister Elizabeth Mackay, of Div. 231, aged 52 years. Carried one certificate, dated Jan. 3, 1906, payable to Wm. Mackay, husband.

ASSESSMENT No. 486.

Toledo, O., Sept. 5, 1909, of cerebral hemorrhage, Sister Mary Jane Whipple of Div. 57, aged 67 years. Carried two certificates, dated Oct. 13, 1890, and Feb. 17, 1893, payable to Dickerson A., James McN. and Charles Whipple, sons.

Members will pay their Insurance Secretaries on or before Oct. 31, 1909, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 481, 482, 483, 484, 485 and 486 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 463 and 464, 7.090 in the first class, and 8.225 in the second class. MRS. GEO. WILSON Pres. V. R. A.

MRS. JENNIE E. BOOMER Sec'y and Treas., 1509 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Undesired Quick Action.

BY C. B. CONGER.

From the number of inquiries about triple valves that go into quick-action when a very moderate service reduction in train-pipe pressure is being made and the statement coming out very often that the triple valves are all *plain* triples, it would seem that just what causes the jerks in a train that are charged up to "dynamiters" or "kickers" is either a "mystery" or else a case of not studying out what the real trouble is.

In the first place, it takes a very sudden reduction in train-pipe pressure to make any triple move quickly while it is in good working condition, and a slow moderate service reduction is not of that kind. To make a plain triple valve set quickly and with full force you must not only make a sudden reduction but must also make a heavy one, that is, reduce the train-pipe pressure lower than the brake cylinder and auxiliary can equalize at when the ports in the triple slide valve are opened wide. This means with a 70-pound train-pipe and auxiliary pressure a sudden reduction of over 20 pounds. Now, a quick-action triple valve, when it works quick-action, will take some air out of the train pipe and in this way affect the next triple valve and thus carry the quick-action operation along from one quick-action triple to another, the whole length of the train. A plain triple valve cannot do this, for it cannot take any air out of the train pipe except to charge the auxiliary, and that only in release position.

So, when you get undesired quick-action in a train do not look at the plain triples for the trouble unless it is caused by a train-pipe leak.

There are several defects in the equalizing discharge brake valve, either the D-8 or F-6 type, that will give undesired quick-action on a short train, say three

cars or less. One of these defects, and a common one, is taking out the train-pipe exhaust elbow. It is not always taken into consideration that this elbow has a choke or contracted opening, so as to restrict the flow of air from the train pipe when the equalizing piston rises its full travel. With a train of more than six cars this contracted opening is not necessary; in fact, the brake on a long train operates very satisfactorily with the elbow out of the brake valve. But with a short train this choke is very essential to smooth braking. If to this defect you add another common one—a leaky train pipe on the locomotive—so that the train-pipe reduction is too sudden and heavy for the short train, you are liable to find a "dynamiter" in a three-car train that will work good-naturedly and docile in a 20-car train.

A leak in the connections to the brake-valve reservoir, or the black hand of the gauge, or with the D-I brake valve, to the governor, will very often make the chamber D reduction too fast. If the joint on the leather gasket over the equalizing piston is not air-tight, considerable train-pipe air will come up past the packing ring in this position and assist in hurrying up the train-pipe reduction on the three-car train. This will hurry the quick-action triples along so fast they will dynamite, even if in good order. Look out for this leaking gasket.

If the bushing in the preliminary exhaust port has been bored out too large it will make such a rapid reduction of chamber D pressure that you will have trouble with a short train. To test for this make a steady service reduction of 20 pounds from 70. It should take from 5 to 6 seconds to make this reduction in chamber D and have the black hand show it. If faster than this something is wrong. Sometimes water is put in the brake-valve reservoir to reduce its capacity and make the brake "bite good" on the lone engine. This is an encourager of dynamiting.

A fair share of locomotives in fast passenger service now have quick-action triple valves on the tender brake. They are put there so as to be sure you can

get the quick-action of the passenger train brake when you need it.

If the triple valve is near the other end of the first car from the engine, it is such a long distance from the engineer's brake valve to the first car triple that a quick-action triple is needed on the tender to hurry up the train-pipe reduction. That is the reason why the latest pattern of distributing valve has an emergency or quick-action cap. See that this quick-action triple is clean; no grit in it, and no water.

A bad leak in the train pipe of a short train will make a clean, smooth working, quick-action triple dynamite on slight provocation, and there is no telling just what will happen to a dirty, gritty triple. It just happens to do what you do not want it to.

To go back to the brake valve. Test that out first before you blame the triples on a short train. Be sure there are no leaks into or out of chamber D. If the black hand of the duplex gauge acts as if it were responding to the increases and decreases in chamber D pressure, test the valve with your watch in hand and see if there are any leaks. You may need to shut the stop cock under the brake valve to keep the train-pipe air out of the valve, in order to make the accurate test.

The quick-service triple valve called the K valve is not as likely to go into quick-action with a steady service reduction as the older type of valves. This is because when the knob on the piston comes down far enough to touch the graduating stem the service port in the slide valve is only part way open. If the train pipe is being reduced faster than that port can reduce the auxiliary pressure, the piston will compress the graduating spring, move down farther and open the service application port in the slide valve full width. This will reduce the auxiliary pressure so fast that the piston will rarely move to the emergency position without a full reduction. So, you see with this K type of triple valve you should make a sudden and heavy reduction at the first if you want the quick-action sure.

With the older type of triple valves the service application port in the slide valve was wide open by the time the knob on the triple piston touched the graduating stem, so that any further movement of the piston and compression of the graduating spring would tend to close the port and increase the tendency to dynamite.

Now, as to what other defects in the triple valves, in the make-up of the train, or in the handling of the brake, will cause jerks in the train that give the shocks and sometimes part the train and do not cause triples to work quick-action till a hose bursts or the train parts.

I have seen a train on a cold day start so many leaks from stiff, frozen hose when the engine took the slack in starting that all the brakes would go on with a bang. The same thing can happen when the slack runs out when pulling through a sag in the track and will usually break the train in two or more parts, and this is blamed on the dynamiter.

Handling a long air-braked train is a ticklish business. In some cases unless you make a 15-pound reduction you will not get over half the brakes on a 75-car train to set, and if they are on the head end the slack runs into you with a bump.

If the rear brakes set as they should the slack may run the other way, and till you make a stop with a long train it is something of an experiment just what to do to avoid shocks.

But do not blame the triple valves for all the shocks. That is too easy a way. Dig down and figure out if there is not a way to handle a train to avoid trouble. The way the loads and empties are distributed in a train has considerable to do with the shocks when braking. With all the good brakes and empty cars ahead the slack runs one way. When a lot of new cars with good brakes are on the hind end the slack runs the other way. Sometimes a retainer left turned up at the rear end will give quite a jerk just after a release. Look out for this.

DOES A LOOSE ECCENTRIC STRAP POUND?

In answer to this question from the Brother of Div. 78, in the August Jour-

NAL, will say that there are cases where you cannot see or hear a strap pound when it is worn very loose. In case the bolts work loose you will hear the loose half of the strap slap against the cam and make considerable noise. If you can get down on the frame and touch the end of the link when working hard you will feel a pound, but it is usually from a worn driving box or loose wedge.

Here is another question about a worn eccentric cam. Why does the small part of the cam wear faster than the large part? You would naturally think the full swell of the eccentric would have all the work to do.

In answer to Calcasieu's question in the August JOURNAL will say that it is possible with a back-motion eccentric strap broken in a Stephenson link motion to work both engines of a locomotive.

Take off the broken back-up strap and if the eccentric blade is in good shape you can fasten the end of the blade by a long bolt and some washers or a big nut to the go-ahead blade at one of the strap bolt holes. This will make the link on that side *go-ahead* motion at both ends and you cannot back the engine up with her own steam.

A better way is to take the broken backup strap and its blade off altogether and fasten the bottom end of the link in its mid position; then when you want to back up, reversing the engine will move the rocker arm and valve to mid position and cover the ports on the disabled side so the other side will be able to go it alone, provided you have been skillful and stopped the good side on the quarter. If you have not stopped just right hook the lever in the forward corner and move her over to the right position to back up. Be sure the cylinder cocks are open and no pressure on the valves, or you won't be able to move the valve to cover the ports on the disabled side.

You can usually fasten the link by the bottom end to the cylinder cock rod ahead, and to the wedge bolt back, with bell cord or telegraph wire. Be sure that you do not try to work the engine at any place except in the corner, or the

strain on the fastenings at the bottom end of the link will tear them loose in a few turns of the wheels. One man who had his engine fixed up this way could not resist the habit of hooking her up into eight inches as soon as he got nicely started, thus pulling all the fastenings loose and leaving him to disconnect the main rod and block up on one side.

Second. The foregoing answer will answer the second question.

Third. Why the height of water in the tender will affect the boiler check will take a better explanation of the conditions than we now have given us.

Fourth. Shortening or lengthening the eccentric blade will affect the port opening for that motion at full stroke by giving too wide a port opening at one end of the valve travel and too narrow a port opening at the other end. Altering the proper length of the valve rod will affect both motions at either full stroke or a cut-off. Of course, if one blade is the wrong length it will affect the other motion except at or near full stroke of the good blade.

The proper definition of lead implies that it is the same port opening at both ends or centers of the stroke of the piston. With a blade or valve stem of the wrong length you cannot call it *lead* without getting all tangled up when you try to explain why unequal port opening for the two dead centers and lead are, or are not, the same thing.

Lap of the valve is measured without regard to the valve rod or eccentric blades and has nothing to do with either. The dimensions and spread of the steam ports in the seat when compared with the live steam edges of the valve determines the lap. If with an outside admission valve the outside edges of the steam ports are 7 inches apart and the steam edges of the valve are 8½ inches apart, the valve will be 1½ inches longer than the spread of the ports. With the valve in the middle of its travel it will extend ¾ inch over the steam edge of each steam port and is said to have ¾-inch lap.

Changing the length of the blade or valve rod, even ¾ inch, so as to alter the

cut-off at various parts of the stroke, is not changing the lap; it is only throwing the valve out of square.

Fifth. Changing the length of the reach rod will change the position of the link when the reverse lever is in a certain notch of the quadrant, and will change the point of cut-off for that particular notch. Just how much difference a change of an inch in the length of the reach rod will make in the position of the link depends on the proportions of the arms of the reversing shaft. As the movement of the valves and their length of travel depend in a great measure on the position of the link block in the link, you can see that if you raise or lower the link it will affect the travel of the valves and their point of cut-off.

What Was the Matter With the Brake?

ADAMS, PA., Sept. 10, 1909.

EDITOR JOURNAL: Here is a question for your Technical column, if you deem it worthy of space.

Some time ago we had considerable trouble with one of our large type passenger engines, due to being unable to set brake on engine and train at certain times. In fact, by our tests it was found at certain places and times brake would apply to perfection, but at other places was only set with difficulty, and not then until train had run by.

By close observation we noted when engine was hauling train up to station or drifting along stop could be made O. K., but trouble came in descending grades. We finally found cause by chance and made changes in a few minutes and prevented further trouble.

These tests were made with from six to nine coaches and by different engineers.

Let some Brother tell us where the trouble was and what changes were made.

Faternally yours,

"PIKER 1523."

Eccentric Pound — Broken Eccentric.

CHATTANOOGA, TENN., Aug. 15, 1909.

EDITOR JOURNAL: Answering Bro. Robert Clar's question in the August issue of the JOURNAL as to whether an

eccentric strap pounds at any point of stroke, would say that ordinarily it does not, except when engine is drifting and straps are very loose and eccentrics are worn out of round.

I had an experience with a mogul engine some years ago with badly worn eccentric straps that would heat when engine was drifting and gave no trouble when using steam. The weight of the straps falling about eccentrics that were badly worn caused them to heat and as soon as steam was used and valve had to be pushed or pulled over seat this lost motion was taken up and pound taken out of straps. I ran this engine for a long time, several months after straps and eccentrics got in this shape because eccentrics were tight on shaft and foreman did not wish to remove them. Finally, he had the machinist take coarse files and file some of the eccentrics in an attempt to true them up, and after this was done I had trouble proper with them, as they began heating so badly they had to be removed.

I hardly think a strap pounds only when engine is drifting and straps or eccentrics are badly worn.

Answering "Calcasieu," of Opelousas, La., in regard to broken eccentric straps, would say that it would be perfectly safe for engine to be taken into terminal without disconnecting in case of broken back-motion eccentric straps. The engine could be run ahead all right without disconnecting, provided lever was left in corner and bottom of links secured so links could not turn over. Of course, it is understood that no backing up could be done.

Answering his question about changing blades or valve stem, would say that it would have no effect whatever on the lead of valves, as eccentric must be moved on shaft to alter the lead of an engine.

Lengthening or shortening the reach rod would result only in increasing or decreasing the travel of the valves.

His question as to what was the trouble with Hancock inspirators on the engine he speaks of could not be answered in a general way, and no doubt

there was some defect peculiar to this particular engine, and the trouble has, I have no doubt, been located before now.

Fraternally yours,
W. H. SHOEMAKER, Div. 198.

Good Power on the Canal.

LAS CASCADES, C. Z.

EDITOR JOURNAL: Enclosed find photograph of a modern American engine working in the Panama Canal service. We cannot boast of the length of the line, but we can brag about the machin-

social way. I cannot say how long it will be before my fireman will be promoted, probably a long time, as he is a Jamaica negro. He gets 20 cents in gold an hour, but if in Jamaica he would not be likely to get more than that for a whole day.

M. H. LOUGH, 756

Mail Crane.

ST. LOUIS, MO., Sept. 10, 1909.

EDITOR JOURNAL: For many years the writer has hoped for the invention by someone gifted in that direction, of a



PANAMA CANAL, ENGINE 619, MODERN AMERICAN MAKE.

ery being up to the very best American standard of excellence. The gauge of tracks and engines here is 5 feet instead of 4 feet 8½ inches as in the States. The health conditions here are good, and it is a good place to work, all conditions considered. We have a fine class of engineers and conductors here, and all are working together harmoniously. I am the engineer in the picture. Promoted on the Illinois Central, joined Div. 225, transferred to Div. 756 when it was organized, which is a great help here, particularly in a

safe device for the exchange of mail at points where mail trains do not stop.

My interest in this matter was first aroused by the untimely death of a dear friend, who was struck by one of the deadly mail cranes in use by the railway upon which we were both running. Since that time, two other engineers whom I counted among my friends have been almost instantly killed in the same manner. It was therefore with great pleasure that I recently witnessed a practical test of a safety mail crane. The sack was hung 3 feet 8 inches from the side of

the engine cab or car. The test of the efficiency of the device was of the most severe character, many trials being made at rates of speed varying from 8 to 45 miles per hour, all of which were successful.

This appliance not only picked up the mail sack off the crane but delivered it as well, leaving a sack hanging on the crane in place of the one picked up.

Its mechanical features were very interesting, but our membership will be chiefly concerned in hearing that a mail crane has at last been devised that can be placed at such a distance from the track that, if adopted by the railways, will put an end to the slaughter of our Brothers by the old-style appliance.

The above mentioned mail crane has been patented by Bro. J. W. Pepple of Subdivision 475, and will doubtless be installed upon the railways of the country as soon as its merits become known.

Fraternally yours, E.C.

Fuel Economy.

ST. JOSEPH, MO., Aug. 7, 1909.

EDITOR JOURNAL: I would like to submit a few lines to the columns of our JOURNAL in the interest of fuel economy, as this is a subject that has always been very interesting to me, both as a fireman and runner, and as my experience has been wholly with bituminous coal, I will necessarily confine my remarks to soft coal only.

To commence with, I will ask my brother engineers if you ever noticed what a large per cent of the cinders from a locomotive consists of small particles of coke. Of course, some of you have and some have not. If you will investigate you will find it to be a much greater per cent than you would imagine off hand, and this unconsumed coal is all loss; and now, what is the cause of this? Is it the fault of the fireman or the company? To answer this question it will be necessary to go into detail.

In the first place, an engine must be kept in first-class condition, in some respects at least, to make it possible for a

fireman to fire economically. Front end, flues, grates and ash-pan must be in good order and boiler free from mud. Of course, this has been gone over so much it seems useless to go over it again, but if the railroad companies desire to economize and decrease their coal bills, it is up to them to do their part and then educate the men and see that they do theirs. Most any man with reasonable amount of intelligence would be willing to do his work with the smallest amount of labor, and that is what shoveling the least amount of coal would mean.

I have often noticed that with a perfect steamer and a fireman that understood his business by knowing when to put in a fire, and how much to put in, and when to shake his grates, and how much to shake them, the saving in coal consumed was very noticeable and the ash free from coke.

For an illustration, I will tell you of an engine I once had regular on this division; as good an engine as I ever ran. I had a little fireman who weighed about 125 pounds, and many times I have seen this lad fire this engine for 16 or 17 hours and at the end of the trip have a full head of steam and apparently no more fire than when he started. In fact, once after a 17-hour trip, this engine was impressed into passenger service in an emergency and made a successful trip over a division on the same fire, and when the engine was taken from us the passenger fireman thought he had a new fire. We never ran out of coal on any kind of a trip with this engine as long as she was given proper care. At times I have seen her nearly die simply because flues were neglected and allowed to clog up.

I firmly believe it is a mistake to break a fireman in on switch engine if he is to be used in road service. We all know that first impressions are the most lasting and, as it is necessary for a fireman taken from yard service and put out on the road to forget about all he learned in the yard if ever he expects to be a success, it certainly would be good policy to start a man intended for road service out on the road in the first place with some fire-

man who thoroughly understood his business. I have seen several firemen that never successfully changed from yard service to road.

My personal observation has convinced me that the failure to keep flues free is the greatest cause that contributes to the waste of fuel. At large division points companies could pay a man \$100 per month to do nothing but blow flues out, and realize large return for his services.

Fraternalty yours,

J. M. CRUM, Div. 107.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

ST. LOUIS, MO., Aug. 13, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give your understanding of the following order: "Helper 41 will work until 11 p. m. with right over extras north except extra 44 north between A and E." At 1:30 p. m. all trains overdue have passed E, and helper 41 receives instructions to help No. 4 from E to D and return to E. The question is, can helper 41 return from D to E without help against extra 44 north. There were no orders at E to prevent extra 44 north from passing E; but dispatcher claims that helper 41 did not need any help against extra 44 until he gave extra 44 right over extra helper 41. Div. 123.

Answer: The fact that helper 41 was given right over extras north, except extra 44 north, indicates that they must protect against extra 44 north. Whether or not extra 44 north had right over extra 41 was of no importance so far as extra helper 41 was concerned. They had been given right over all extras except extra 44, and therefore must protect against extra 44. Under the terms of the order there was nothing to prevent extra 44 passing E before extra 41 returned. There may be something in your rules under Form H which would justify the dispatcher's claim, but it is doubtful.

Under Standard Rules extra 41 could not return to E without help against extras.

COTTER, ARK., Aug. 25, 1909.

EDITOR TRAIN RULES DEPARTMENT:
"No. 254 engine 2637 has right over all trains, Newport to Diaz." No. 254 is a third-class train and this order was given them at Newport to help them to Diaz so they could go out on the branch. No. 18 and No. 6 are first-class trains and one of them was then 20 minutes and the other 35 minutes overdue. Has No. 254 the right to pull out of Newport ahead of them?
D. W. C.

Answer: The order used is a Form C order, and it is intended to be used only to give right to a train over opposing trains. The order is poorly worded, as it should have contained the direction in which No. 254 was expected to have right over all trains, and if it had contained the direction there could have been no question as to the meaning of the order. Under Standard Rules when it is desired to move one train ahead of another, Form B or E must be used.

MUSKOGEE, OKLA., Aug. 15, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Train No. 30 is due to leave Tulsa at 11:30 p. m., and arrive at Muskogee at 3:30 a. m. Please give correct date for No. 30 to show when registering into Muskogee. We use a page for each day, the question is, should No. 30 arriving here on August 12 register in as No. 30 August 11 (the date they originate) or August 12, the date they arrive.

A READER.

Answer: When No. 30 registers into Muskogee they should register as a train of August 11 upon the page dated August 12. The date on the page which is placed near the train number is for the date of the train. When opposing trains report they are concerned with No. 30 of August 11, and the register is intended to inform them that No. 30 of August 11 has arrived, the date at top of the page gives the date to the time of arrival, while the date in the column is for the date of the train. Regular trains should register on the page correspond-

ing with the date they are due to arrive at a station regardless of the time they actually arrive so as to avoid confusion. By this plan only one No. 30 will appear on each page, and should it so happen that a train was so late that they arrived on a date later than the date they are due to arrive, this date should show following the time; but the page date of the register should be the date on which they are due to arrive, otherwise an opposing train might fail to note time close enough to detect that it was a delayed train which had registered on the following page, and in this way the opposing train might decide that it was the train due to arrive on that date and they might proceed against the overdue train of the next day. To avoid this kind of a complication trains should register on the page corresponding with the time they are actually due to arrive.

SANDUSKY, O., Aug. 26, 1909.

EDITOR TRAIN RULES DEPARTMENT:
No. 4 is a train of superior direction, and runs from J to A. Train No. 3 is a train of the same class and runs from A to J. Order No. 5 is issued reading as follows: "No. 3 has right over No. 4 B to H." Later Order No. 7 is given reading, "No. 3 meet No. 4 at G." Under these circumstances should not Order No. 5 be annulled, or is it understood that Order No. 7 supersedes Order No. 5? G. W. S.

Answer: It often happens that several orders are issued concerning one movement and all of them remain in force working together in harmony. This is true in the case under consideration, Order No. 5 simply reverses the rights of No. 3 and No. 4, making No. 3 a train of superior right so far as No. 4 is concerned between the points named in the order; Order No. 7 makes a meeting point for these two trains at G, and when they meet at this point No. 4 must take the siding as they are inferior to No. 3 under Order No. 5, between B and H. The fact that one train is superior to another by right does not prevent a meeting point from being made between them. The time-table superiority of No. 4 has been superseded, and when the meet is made

they will meet in exactly the same manner as they would before the right of track order was sent with the exception that No. 4 will take siding as they are inferior. It is not at all necessary that the right of track be annulled because No. 3 is superior, for at any meeting point between two trains one of them is always superior to the other. A train order or a part of an order is not superseded unless the words "instead of" are used.

DALLAS, TEX., Aug. 25, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give me your opinion on the following case: "Engine 163 will run as second No. 55 A to Z." No. 55 is due to leave its initial station at 8:30 p. m., Aug. 4. They arrived the night in question 11 hours and 30 minutes late and were given the following order in addition to the order to run as second No. 55: "Second No. 55 will meet No. 52 at B." B is a blind siding and the conductor asked the dispatcher to run him extra, fearing that No. 52 might not let them out of B before they were 12 hours late and in such a case they would be dead. The dispatcher gave them another order reading: "Engine 163 run extra A to C and meet No. 52 at C, second No. 55 of Aug. 5 is annulled A to C." Was this train extra or second No. 55? They arrived at C less than 12 hours late on No. 55's time. H. H. D.

Answer: The order does not annul second No. 55, engine 163, as that train was a train of August 4, as they were due to leave their initial station on Aug. 4, and schedules on each division date from their initial station on each division. This resulted in second No. 55 holding conflicting orders, one that they would run extra and one that they would run as second No. 55.

It looks as though it was an error on the part of the train dispatcher and the conductor should have called his attention to it so that he could recall the order, as such an order is liable to lead to serious complications. As to what train they were upon arrival at C is an open question, as the orders were

improperly given and therefore outside the interpretation of the rules.

SALT LAKE, CITY, UTAH, Aug. 22, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please advise if the Standard Rules considers station whistling posts and public road crossing whistling posts as fixed signals.

T. H. G.

Answer: No. The standard code does not consider a station whistling post or public road crossing whistling post as a fixed signal. The definition to a fixed signal covers such signals as slow boards, stop boards, yard limits, switch, train order, block, interlocking, semaphore, disc, ball, or other means of indicating stop, caution or proceed. A whistling post is not a signal indicating stop, caution or proceed nor does it indicate a condition affecting the movement of a train within the meaning of the rule, so it does not come within the meaning of the rule.

Electrical Railroadng.

BY ELWOOD GRISSINGER.

PART XLII.

The design and operative characteristics of variable and constant-speed induction motors having been discussed in some detail, it is thought that a somewhat more exhaustive description of alternating-current generators will prove of value and interest to the readers of the JOURNAL.

The electrical capacity of alternating current generators is determined by the temperature and the regulation of the unit. The temperature of the armature of an alternating-current generator, the conditions of ventilation remaining the same, depends upon the losses in the armature. It is also to be understood that by armature is meant that part of an alternating-current generator in which the electrical energy is induced for use in the external circuits or in the circuits to which motors, lamps or other translating devices are attached. In many cases, the armature of such a generator is that portion which revolves about the shaft, while in the larger and more modern machines the armature is

stationary. It is then that the field revolves about the shaft. The one type is termed the revolving armature and the other the revolving field.

The losses in an alternating-current generator armature are of two kinds: An approximately constant loss in the armature core iron and a variable loss in the copper comprising the armature coils. The losses in these coils depend upon the load upon the generator. The losses in the armature windings will increase as the square of the current passing through them. If the current in the armature conductors be doubled then the copper loss will be four times as great. If the strength of current is increased by 25 per cent, then the armature conductor losses are increased by approximately 50 per cent, etc.

The temperature of the field windings depends upon the losses in the field. The losses in the field when there is full load upon the generator will depend upon the nature of the load upon the machine. These field losses are greater if the power factor of the load is low. In general, the increase of temperature in the field windings for overloads upon the generator is proportional to the degree of the overload. A considerable overload upon a machine for a short period of time may cause the same rise of temperature as though a small overload remained upon the generator for a much longer period. The general design of alternating-current generators is such, however, that under full load conditions upon the machine the maximum temperature rise of the armature conductors and the field windings is soon reached, so that an excessive overload upon the machine for a short period of time will bring about an undesirable rise of temperature.

The regulation of alternating-current generators depends upon the design primarily, while the character of the iron composing the field and armature magnetic circuits is of considerable importance. A certain degree of perfection in the regulation of alternating-current generators can be obtained by compounding their field windings. The

nature of the current is such, however, that a mere compounding of the field windings does not produce results which are comparable to those obtained in the compounding of windings on direct-current machines. Compounding of two-phase generators is adapted for either two-phase, single-phase, or side-circuit loading. The compounding of three-phase generators is adapted for single-circuit, two-circuit, or three-circuit loading.

The compounding of such generators will, of course, depend upon the nature of the load which is to be put upon the machine; primarily upon the power factor of the load and also upon the speed regulation of the unit as well as the condition of variation in the load, whether such fluctuations are gradual or whether they are suddenly applied. The compounding is different for suddenly changing loads such as crane motor service or a widely varying railroad service, as compared with relatively uniform loads. A given machine which would deliver an approximately constant e.m.f. at its terminals for a motor load will over-compound when a lighting load is applied, unless the adjustment of the brushes on the commutator is altered. The commutator is a part of the field circuit arrangement only, and is made up of a very small number of segments. Compound-wound machines will also be limited in their capacity by the behavior of the commutator. If the load becomes too great, there will be sparking at the commutator which must not be allowed to continue.

Machines which are not compounded will have a certain inherent regulation, which for exacting requirements must be supplemented by hand regulation through the medium of a field rheostat or an automatic system of regulation external to the generator. One form of such automatic regulation which has been developed in recent years and which has apparently stood the test is known as the Tirrill regulator after the name of the inventor. This is a highly successful piece of auxiliary apparatus, and when properly installed and maintained will

maintain an almost constant e.m.f. at the terminals of a generator for widely varying loads. The magnitude of the field current for alternating current generators must be increased more for increasing motor loads upon the machine than for lighting loads. This is because of the lower power factor of motor loads as compared with lighting loads. The same is true for any character of load upon a machine if such a load has a low power factor. The limit in the capacity of an alternating current generator is, therefore, determined by the allowable variation in the strength of the field current between no load and full load upon the machine, or what amounts to the same thing, the allowable change in the e.m.f. of the machine for sudden changes in the load upon it.

In two-phase machines, the difference between the e.m.f. at full load upon one of the circuits or phases of the machine and no load upon the other circuit or phase of the armature winding will be the greater, the greater the capacity of the unit. The capacity of an alternating current generator as determined by the regulation requirements of the unit will depend upon the condition of operation. The magnetic field of an alternating current generator is obtained by means of the usual field windings which may be compared directly with the shunt field coils of a direct current generator, except that the current passing through such field coils is taken from a small unit external to the generator and termed an exciter. Such exciters are always of the direct current type and except for power stations of large magnitude or for generators of large size, the voltage of such exciters is of the 125-volt rating. A heavy load of low power factor upon an alternating current generator may reduce the voltage of the generator to such a point that the exciter will not be able to deliver sufficient energy to the generator field windings to compensate for the drop. This would, of course, prove to be an unusual condition, but it is mentioned for the purpose of calling attention to the importance of giving due attention to the power factor of a load

which is or might be placed upon a generator. The specifications of an alternating current generator should always include not only the e.m.f., which such a generator should deliver at its terminals, but the amperes of current which the generator is to deliver in each phase and the power factor of the load, for upon these details, and all of them, will depend the intelligent design of the machine by the builder. A specification which shall state the output of the machine in apparent kilowatts, and the power factor of the load; or the output of the machine expressed in terms of true kilowatts of energy and the power factor at which this energy is to be delivered will give the desired information except that the speed at which the generator shall run must also be stated as well as whether it shall be two or three-phase.

The requirements of a generator for delivering a given amount of true energy are very different if such energy shall be delivered at 100 per cent power factor or if it shall be delivered at say an 80 per cent factor. As an illustration, it might be stated that if it is required to deliver say 1,000 kilowatts of true energy at a power factor of 80 per cent, there would result an apparent load upon the generator of 1,250 kilowatts, of which 1,000 kilowatts would be useful energy, and 250 kilowatts would be doing no work beyond overloading the windings of the machine by that amount, thereby raising the temperature of the windings and impairing the regulation of the unit. The apparent current output of the machine has been increased by 25 per cent and at the same time a component of current has been introduced which has the effect of opposing the magnetizing current in the field windings and thereby causing a drop in the e.m.f. of the machine. The strength of the field current must therefore not only be increased on account of the apparent overload of 25 per cent in the strength of current delivered, but also on account of the very large demagnetizing current present.

The efficiency of an alternating current generator is the ratio of the power

delivered to the power received. The power received by a generator for the driving of it is equal to the power delivered plus the losses in the generator. The losses in an alternating current generator may be divided into four principal parts:

(a) Iron loss, which is approximately constant from no load to full load.

(b) Copper loss in the armature which increases as the square of the current (C^2R).

(c) Copper loss in the field which increases as the square of the field current (C^2R).

(d) Friction losses which are approximately constant at all loads.

From the above it will be seen that the total loss in a generator is composed of two constants and two variables, which increase as the machine is loaded, so that the resulting loss increases from no load to full load.

The regulation of the e.m.f. which an alternating current generator shall deliver to its external circuits is the important element of design bearing upon satisfactory service. The efficiency of a machine will affect the cost of power while the temperature will affect the life of the machine, but the question of regulation is that which is of prime importance to the user of power. The e.m.f. which a generator will deliver at its terminals will depend upon its speed and the strength of the field current. When these are constant there will still be a drop in e.m.f. as the generator is loaded. This is due to three principal causes: The resistance of the armature windings, the self-induction of the armature, and the demagnetizing effect upon the magnetic field of the current which is passing through the armature windings. In modern and well designed machines, the resistance of the armature windings has a negligible effect, the self-induction is of small consequence leaving the demagnetizing effect of the armature current as the only feature of importance which affects the e.m.f. which the machine will deliver.

In considering generators of this class, it is to be remembered that the current

induced in the armature and delivered at the terminals of the machine for use in the external circuits is alternating in character, i. e., the current changes direction with a fixed period depending upon the speed and number of field poles on the machine. There is, therefore, a certain so-called choking effect present in any coil of wire wound about or embedded in iron when such a coil of wire is carrying a current of electricity which is alternating in character. This introduces in alternating-current machines the phenomenon known as self-induction, whereby the magnetizing effect of the current on the iron of the magnetic circuits tends to cause a current to maintain its direction of flow when the circuit is broken or tends to retard the flow of current when the circuit is completed. This phenomenon is present in an analogous manner for currents which have an increasing and decreasing value or which change their sign periodically and therefore their direction, bringing us to the alternating-current generators in so far as the effect of self-induction is to be considered with respect to such machines.

The coils in an armature of an alternating-current generator act as a choke coil and the effect of such a choke coil is to tend to lower the e.m.f. when an alternating current flows through it. The self-induction of such a coil or set of coils forming the armature depends upon the number of turns of wire of which the coil is composed as well as upon the arrangement of the coils upon or within the armature structure. If the turns are placed in coils of say 100 turns per coil, then the magnetic lines of force which are set up by the current in each turn of the coil tend to pass through all of the 100 turns of the coil, but if the 100 turns of the coil be separated and placed in separate slots of the armature core then each magnetic field set up by the current in each turn passes almost entirely through that turn alone and has little effect upon the other turns. The choking effect resulting from the self-induction depends upon the magnetic flux through the turns and is therefore much

less when the turns are separated than when they are combined in coils having a relatively large number of turns. Well designed alternating-current generators are therefore built up so as to minimize the effects of self-induction. The self-induction in an armature likewise produces a greater drop the lower the power factor of the load.

The Magnetic Telegraph.

J. W. READING.

(Continued from September JOURNAL.)

The entire length of the Pacific cable is 6,912 miles, and was laid at a cost of \$12,600,000. The first section from San Francisco to Honolulu was 2,413 miles long. The survey of the bottom of the Pacific Ocean between the points last named, and which was made several years before active operations commenced, showed that portion of the ocean's bed to be very irregular. Great mountains and correspondingly deep valleys were encountered, the depth of water at some places reaching over six miles.

It seems strange that mountain ranges of greater height should be found beneath the surface of the Pacific than can be found above water. These great mountains and deep valleys made the laying of the first section of the Pacific cable more hazardous than anything else in that line ever attempted. The cable was made in England and was built around a core formed of copper wire insulated by gutta percha, around which layers of jute yarn were wound; this in turn was sheathed in small cables, each formed of several strands of steel wires. An outer covering of jute yarn was again made and the whole saturated with a bituminous compound which bound solidly the conducting and protecting wires. The laying of the shore end at San Francisco was accomplished as follows:

Six and one-half miles of the cable was placed on a small steamer which, going as near shore as could safely be done, floated the shore end to land on what is known as balloon buoys. A team of 12 horses was then attached to

the line and enough of it pulled on shore to make a splice to the permanent connection.

The tender then laid the wire to the big cable-ship lying at anchor six miles out, which had on board 2,413 nautical miles of cable, with a total weight of 4,807 tons.

Great improvements in cable building and laying had been brought about since the laying of the first successful Atlantic cable in 1866 and is not to be wondered at that no very serious mishap occurred in paying out this great length of wire over an ocean's bottom so deep and irregular. Honolulu was reached on Christmas Day, 1902, and the shore end was landed without either buoys or horses. Two spider sheaves were sent ashore and fixed by sand anchors about 60 yards apart. A hauling line was then paid out from the ship and reeved through the sheaves and brought on board again. One end of this line was attached to the end of the cable; the other to the picking up machinery on board the boat. When the engines were started the winding of this line pulled the cable from the ship to the shore.

When Morse had successfully completed his first telegraph line the young Miss Ellsworth sent over it the initial message: "What hath God wrought?" In San Francisco on Christmas Day, 1902, little Miss Gage, the governor's daughter, in the presence of all the school children of the city, christened the shore end of the great new cable which meant so much to the western coast of the United States and to the whole civilized world in general. John Mackey with his Pacific cable did for coming generations a grand task and his name will be linked with that other typically great American, Cyrus W. Field.

The Pacific cable between San Francisco and Honolulu was ready for commercial business January 1, 1903.

In the year 1902, when active operations in the Pacific cable work were in progress, Geo. G. Ward, the vice-president of the Commercial Pacific Cable Company, was invited to attend a banquet given by the American Institute of

Mechanical Engineers to Marconi, which was to celebrate his jumping of the letter "S" across the Atlantic. Mr. Ward apologized for his inability to be there by saying he was too busy planning for the laying of the Pacific cable. At a time when the news had been heralded to all parts of the world of an achievement that might abolish cables it had a dramatic effect in the reminder that the greatest cable ever built was being pushed steadfastly to completion.

Seven years have elapsed since the completion of the Pacific cable, and wireless telegraphy is not yet able to compete with it or any other of the long ocean lines.

Charles Bright of England, like Mr. Field, was ever active in efforts to have America and the mother country linked by an Atlantic cable. The United Kingdom owes much for the energy displayed by this great man.

Nearly 25 years after the completion of the 1866 cable Mr. Bright said:

"The great revolution which submarine telegraphy has effected in the world progress may be regarded from two great standpoints—the political and commercial. Let us begin with the former. In the first place, it has accelerated even more, perhaps, than the improvement in locomotion by land and sea, what may be called the practical shrinkage of the globe. The nations and people of the globe, being in contact with each other through the telegraph and its powerful ally, the press, know one another and understand one another's actions and thoughts and national inspirations infinitely better than they did 50 years ago. The effect of the better knowledge and insight upon their mutual relations may not always be in every instance a happy one, but if the whole world gains, as it undoubtedly does by closer contact and by the lessons which one nation is thereby induced to learn from another, we should not take to heart the relative and maybe quite temporary decrease of ascendancy in certain departments of our national activities.

"One political result of this great de-

velopment of the world's electric wires which Englishmen may regard with unusual satisfaction and pleasure is the much closer relation which has thereby been rendered possible between the mother country and the daughter nations. . . .

"Another department in which the submarine cables have produced a notable political effect is the diplomatic. If the people have been brought more in touch with each other, so have the rulers and statesmen. An entirely new and materially improved method of conducting the diplomatic relations between one country and another has come into use with the telegraph wire and the cable. The facility and rapidity with which one government is now enabled to reach the mind, at least the professed mind, of another has often been the means of averting diplomatic ruptures and consequent wars during the last few decades. . . .

"Let us now turn to the commercial results of this great development of submarine telegraphy. These have been partly anticipated in discussing certain improvements in *prices* of service and speed of transmission and, altogether, the subject is so vast, so complicated, and so far-reaching that to attempt a detailed or systematic account of it within the compass of a work like the present would be but presumptuous. The fact is, the methods of conducting business between merchants and financiers in the different countries have been completely revolutionized by the telegraph cable, which keeps the business man in touch with the new markets of the world. Fifty years ago it took a London or Liverpool merchant six months to get an answer to a letter addressed to a correspondent in Calcutta, and complete a business transaction. Nowadays, by means of the telegraph, the same transaction can be effected within six hours. . . .

"Upon the progress of submarine telegraphy in the future, as in the past, a great deal of the world's commerce and industrial progress must depend." . . .

When Mr. Bright uttered the words quoted, Marconi had not accomplished his feat of jumping the letter "S" across

the Atlantic. However, the advances in wireless telegraphy have not been such as to supplant the great cables and never will. Great feats have been accomplished. A great number of lives and property of immense value have been saved, but there cannot be a certainty of results. Later in this series of articles the history of wireless telegraphy will be given.

In 1896 a cable was laid from New York to Cape Haitien, Haiti, with connection thence to Santiago, Cuba, and a southern line to the Windward Islands and South America. It was over this line that the chief telegraphic communication between the United States and its representatives at Santiago and in the West Indies generally, was conducted during the war between the United States and Spain, the cable lines by way of Havana being under control of the Spanish authorities in Cuba. Messages from the Executive Mansion and War and Navy Departments passed from Washington to New York by land line, were there transferred to the cable, thence to Cape Haitien, where they were transferred to the cable line running to Santiago, which had been cut near that point by the United States Signal Corps and landed at Caimanera, which was controlled by the United States forces. There the messages were transferred from the cable to the land line reaching to the battlefield in front of Santiago.

Messages from the War Department and Executive Mansion reached the battlefield in from ten to fifteen minutes, and on one occasion during the progress of the battle a message was sent and reply received within twelve minutes.

The first twentieth century great cable-laying feat was made in 1901, when a submarine line was laid from England to Australia by the way of the Cape of Good Hope, Africa. This cable was laid at an expense of \$15,000,000, and has a total length of 15,000 miles and is, undoubtedly, the longest and most expensive line ever laid.

In 1866 the Western Union Telegraph Company had 37,380 miles of line. In 1901 they had 193,589 miles. In 1866 the

average charge collected for sending a message was \$1.04, the cost to the company being 63 cents, making a net profit of 41 cents on a message. In 1901 the average charge collected for sending messages was 31 cents, at a cost of 25 cents, making a net profit of 6 cents for each message. The gross receipts in 1866 were \$6,568,925; expenses, \$3,944,006; profits, \$2,624,920. In 1901 the gross receipts were \$26,354,151; expenses, \$19,668; profits, \$6,685,248.

The competitors of the Western Union previous to 1880 were the American Union and the Atlantic and Pacific Telegraph Companies. The American Union had over 12,000 miles of line and the Atlantic and Pacific 8,706 miles. The Western Union Company swallowed up their rivals and for a brief period was the "whole cheese." The Postal Telegraph Company entered the field later and in the year 1885 had 2,811 miles of cable and land lines. In 1901, 16 years later, they had 26,349 miles of cable and land lines. The number of messages sent by the Western Union in 1901 was 65,657,049. The number sent by the Postal Company was 17,898,073.

While of late years these two companies have appeared hostile to each other, yet it is now the general belief that the same agency controls both lines.

Both of these companies, despite great profits and franking privileges, boost rates and hold wages down.

In ex-President Roosevelt's last message to Congress he said:

"Telegraph and telephone companies should be put under the jurisdiction of the Interstate Commerce Commission. It is to be wished that our people, through their representatives, should act in this matter."

In May, 1908, Congress passed a resolution authorizing an inquiry by the bureau of corporations and the department of labor into the telegraph companies. The resolution suggested as subjects for investigation such questions as to whether a monopoly now prevails due to a combination between the Postal and Western Union Companies, over-capitalization, excessive charges, and

the oppressive treatment by the companies of their employees. The investigation has also extended to such matters as the discrimination resulting from the distribution of franks, special contracts and rebates to associations, and the extension of the business of the companies to include the sale of alleged sporting and market news covered by their charter.

The report has gone into the question of the increase in rates which both companies made nearly two years ago and which it is claimed is the result of an agreement between the two, supposedly, competing companies.

This increase, it is said, amounting to more than 20 per cent of the gross receipts, seems to have no other excuse than a desire of the companies to make good the loss they sustained in the recent strike.

A considerable portion of the report, it is understood, will deal with the two subjects of over-capitalization and wages paid their employees.

Ample data shows that wages paid to telegraph operators are today practically what they were 20 years ago.

The profits to the stockholders are shown in the following figures:

In 1858 the capital stock of the Western Union Telegraph Company was \$385,700. The stock dividends declared between 1858 and 1866 amounted to \$17,810,146, and the stock issue for the new lines was \$1,937,950; so that the capital stock on July 1, 1866, was \$20,133,800. In 1866 new stock was created to the amount of \$20,450,500; so that the capital stock of the Western Union on July 1, 1867, was \$40,568,300.

These figures will give some idea of how the water was poured into the capital stock in the early years of the company's history. But, in spite of water, the dividends were enormous. Up to 1874 the largest dividend declared by the company was 14 per cent. On one occasion a stock dividend of \$10,000,000 was handed out. There was a period of seven years previous to 1874 when the dividends on the average capital amounted to more than 100 per cent.

But in spite of stock dividends and

other inflations of its capital, the earnings piled up until at one time there was in the treasury \$15,000,000 cash reserve. It has been figured out that the investment of \$1,000 in Western Union stock in 1858 would have earned up to 1890 (32 years) dividends amounting to \$150,000 or 300 per cent a year.

It is estimated that the Western Union could be duplicated today for \$37,000,000. Its present capitalization is somewhere between \$87,000,000 and \$100,000,000.

It is in the face of earnings as shown that the company officials are now telling the public that dire necessity drives them to increase the rates charged the general public and that they never had been able to pay more than the starvation wages or in 20 years to grant any increase of pay to their employees.

The chapter of this report that deals with the franking privilege ought to be interesting reading. It is a matter of common notoriety that practically every United States senator and member of the House of Representatives is continuously supplied with a little book of stamps which gives him free use of the wires of both companies for transacting personal business.

Not only is this privilege enjoyed by members of Congress, but there is hardly a petty official in Washington so un-influential as not to have a frank book; and, in addition to these, the books are in the hands of every member of every state legislature, and every prominent railroad attorney.

In the widespread use of these frank books is found, the labor commissioner believes, a potent reason for the legislative bodies to bring this monopoly under proper government supervision.

What is of more importance to the public, however, is the fact that the cost of all free messages becomes in the end a tax on those messages which pay tolls. If there is any excuse for the recent increase in rates and the threatened further raising of charges for telegraph tolls it would be found in the wholesale use of the wires by persons carrying frank books in their pockets.

The result of this very brief inquiry

promises to be much more startling than was anticipated when the resolution was passed.

It is to be hoped that both the telegraph and telephone companies will be placed under government supervision.

There is no legitimate reason why the franking privilege should be extended to our lawmakers. If the telegraph companies had been getting pay for all service rendered it is possible that the operators, in their recent efforts for better pay and conditions, might have been given more consideration.

If laws can be made and enforced for the supervision of railways; if the pass can be denied to those who have no legal, legitimate right to have it, so can the franking privilege; and the general public should know at the earliest possible moment where their representatives stand on this question.

C. S., N. O. & Pacific (Frisco Lines).

NEW ORLEANS, LA., Sept. 4, 1909.

EDITOR JOURNAL: After many delays, both of divine origin and human agencies, the Colorado Southern, New Orleans & Pacific Railroad, known as the Texas, Louisiana, Frisco Lines, inaugurated through service, both passenger and freight, between Houston, Tex., and New Orleans, September 1.

The following Brothers are the passenger engineers and rank in seniority as named: Brothers Buch Hayes, Thomas Dorman, James Finnegan, J. Jared Hannen, P. W. Smith, F. E. Wood and F. W. Sackett.

The company has been in operation as far east as Opelousas for more than a year, and the new service opens up 133 miles more of track.

Brother Wood had the honor of pulling the first passenger train both in and out of New Orleans by reason of doubling between New Orleans and Baton Rouge.

The citizens of Crowley, Eunice, Opelousas, Baton Rouge and New Orleans celebrated the occasion by speech-making, informal receptions and banquets.

Fraternally yours,

CALCASIEU.

Discipline of Trainmen.

BY DANIEL WILLARD.

Nothing is more essential to the safe and efficient operation of a railway than good discipline. . . . To establish and maintain good discipline, it is necessary that the men affected should be properly instructed as to their duties and responsibilities. . . . Doubtless it is true that a large majority of the men in the train and engine service fully appreciate the necessity for good discipline, and prefer to work where discipline is known to be strict, providing also it is fair; and it is probably also true that a large majority of the men in such service are willing and anxious to obey the rules, and to do their work as required, and no doubt they feel much humiliated when accidents are caused by their personal fault. This feeling, which also stimulates pride in good work, is of itself sufficient, if properly developed, to keep the majority of the men in harmony with discipline requirements.

The practice of suspending a man from service for 15, 30, or even 60 days as in some instances, cannot possibly make him better, while on the contrary it deprives him of the opportunity to earn money with which perhaps to support his family, and not infrequently when a man has been so deprived of the opportunity to work, the punishment has borne most heavily upon those dependent upon him. It does not seem that a proper system of discipline should require such results.

When a man enters the employ of a railway company, that fact with certain other necessary information should be recorded in a book provided for that purpose. He should be fully instructed concerning his work, and it should be explained to him that his term of service will depend upon the manner in which he performs the duties assigned to him, and his advancement to better positions will be subject to the principle of seniority, *but only so far as his work justifies*, and in order that this question may at all times be clearly determined, it is essential that a complete record of his service be kept. . . .

It should be possible to keep such a fair and at the same time accurate record of the men in train and engine service that it can be made a sufficient basis for a system of discipline which will satisfy fully the requirements of existing conditions. Such a system, however, will call for greater care and personal attention on the part of all officers than has perhaps been given to this subject in the past, but it is believed that its importance justifies the additional effort.

To make the most of such a system it

is necessary, or at least desirable, that the superintendent should know personally all or as many as possible, of his train and enginemen. He should make sure that they are all properly instructed concerning the duties which they are expected to perform, and he should be able, either personally or through his assistants, to keep a constant supervision over their work. . . . Where a failure was due to a lack of knowledge, and not to indifference, neglect or carelessness, it may not be necessary to place the matter upon the man's personal record, but it is necessary that the whole subject be fully explained to him. . . . Any act which approaches subordination, but which of itself is not insufficiently serious to justify dismissal, should also be mentioned in the record. It is not necessary or desirable, however, that accidents or mistakes which may occur, but through no willful neglect or carelessness on the part of the employee, should be placed upon the permanent record, unless of frequent occurrence; for certain matters of that kind will happen to all men, and the employees should be assisted so far as possible in keeping their records clear.

It frequently happens that employees in the train and engine departments have opportunity to do things outside of their specified line of duty, and by so doing prevent accidents which might result in loss of life or damage to property. When such acts are performed, they should be made a part of the employee's record.

A large number of experienced train and engine men are necessary for the efficient handling of the company's business; no credit attaches to the mere act of discharging a man from the service; great credit is due the officer who succeeds in building up a body of loyal and efficient men; it is an expensive matter to educate men to be conductors and engineers; and the cost of his education is lost when such a man is dismissed.—*Railway Age-Gazette*.

Cautious Superintendent.

A division superintendent on the Chicago & Northwestern once sent the customary half-fare ticket to a Nebraska minister. He promptly received a letter from the minister, asking if he "couldn't embrace his wife, also." Being a cautious man, the superintendent replied, doubtfully, that he thought he could, but he would like to see the lady first, as he was a little particular in such matters.—*Erie Railway Employees' Magazine*.



THE B. OF L. E. BUILDING FROM CORNER OF ONTARIO AND ST. CLAIR STREETS.—Photo. by the Editor.



THE B. OF L. E. OFFICE BUILDING FROM THE REAR OF LOT, SEPT. 10.—Photo. by the Editor.

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OCTOBER, 1909.

Strikes Without Unions.

The strike of the unorganized labor in the Pressed Steel Car Plant, at McKees Rocks, Pa., has been settled through concessions made by the employers. Concessions made because of pressure of public opinion when the facts were learned, and yet among the mottoes of the Employers' and Manufacturers' Association is this: *No sacrifice of the independent workmen to the labor union.* No, they should stand alone to be plucked as the evidence shows they were in this open plant.

There are many good people who seem to believe that if there were no labor organizations there would be no strikes. The history of labor struggles for decent treatment for the past 100 years in America, as well as the Pressed Steel Car strike, shows how absurd such notions are.

The fact is, that the most lasting peace is where the laboring men are best organized and working under written agreements for the sale of their services, and those agreements which have been long-

est in force insure best relations between employer and employee, and best conditions in every sense.

Discipline Without Suspension.

We present on another page the new rules of discipline issued by Vice-President Willard, of the C. & Q. Ry. The claim has been made by Mr. Willard and many other railroad officials that discipline cannot be made effective because of the demands of the organizations in train service, and we may look for innovations on many if not all roads. The officials seem to be tired of the criticism they receive from the public and have an evident desire to put all the blame on the employees that belongs to them and possibly more. We will present other views in this direction in the next number and we hope every member will read them carefully. Criticism is not pleasant, but if it is justified by facts it makes us look into our own conduct and tends to induce us to eliminate that which calls out the criticism. We take it that the members of the B. of L. E. desire to maintain the excellent reputation the Order has, and to be first in the correct performance of every duty. To do that we must know our mistakes. They are as essential as praise. The latter comes when we make none.

A Business Organization.

The Brotherhood of Locomotive Engineers was organized on a pure business basis, its business the conditional sale of the labor of its members. Prior to the organization every man stood by himself, with every place competitive, with two classes pulling the price of labor downward—the man in dire need and the mean employer who fixed conditions the meanest any would accept. Added to this the lack of stability of employment, even at the low wage of the period, created the incentive to organize a business association at first called the Brotherhood of the Footboard, later changed to the B. of L. E.

It is still a business organization, and we believe one of vastly larger magni-

tude in this sense than our members generally conceive it to be. We now hold contracts made through representatives of the B. of L. E. with railroad companies owning more than 200,000 miles of road. We have 63,970 members at date of this writing, and the New York department of labor statistics, treating upon earnings of all classes in that State for 1907, gives the results of the earnings of 4,217 engineers in the first quarter and 4,511 in the third quarter as a probable balance of the other two quarters. The first quarter makes the individual earnings for the three months \$364.07; per day, \$4.20; third quarter, \$358.02; average per day, \$4.17; and we conclude that it is fair to say that 60,000 of our 63,970 members are in active service and earning an average of \$4.00 per day; some much less, but many much more than that figure, and we believe \$4.00 will hold good as an average, and this means a commercial business covered by our contracts with the various companies amounting to \$240,000 a day, or approximately \$81,000,000 a year. We want to impress this business proposition upon every member, as the solidity of the organization is essential to the maintenance of these contractual relations, and the strength of the Order depends upon every individual adding his personal influence to it by the performance of every duty incident to his membership in it; and if we are to foster this magnitude of business relations with the companies, we must see that we deliver the goods we sell and that the quality of the labor contracted for is up to the standard promised. Doing this and satisfying the purchasers of our labor we may reasonably expect better prices for the hazardous and exacting service in the near future.

Finding peculiar interest in the New York statistics, we give the following details from the labor statistics for the year 1907 which treats upon the first and third quarters of the year as an average for the whole year. In this report we find for the first quarter 4,361 engineers listed, 76 of whom are idle, 4,217 employed. The average number of

days worked in the three months was 86.6. The total earnings \$1,535,280.73; average per day, \$4.20. Twenty-four of these earned from \$75 to \$149; 42 earned \$150 to \$224; 4,151 earned \$225 or more. The average individual earnings for the quarter being \$364.07. If we add the 76 idle we find the average wage of the 4,361 to be \$4.10 per day.

In the third quarter, July, August and September, the individual earnings were \$358.02; average per day, \$4.17. In this quarter there were 4,511 engineers representing 13 terminals on the various roads in the State, of whom 103, 2.3 per cent, were idle; 145 worked between 30 and 59 days; 1,104 between 60 and 79 days, and 3,159, 80 or more days, with the average 85.9 days; and, in connection with this, comes this thought—how easy it would have been for some of those making more than 85 days to have given one day to the 103 who had no work. That would be carrying out that brotherly fellowship which cements the whole into a unit of active loyalty which would add greatly to the strength of the Order and its commercial advantage.

However, the members of the B. of L. E. are not much behind the conductors with 1 per cent idle, and the firemen with 1.1 idle; the trainmen making the best showing with only 0.6 idle, with 8,065 listed.

But if we turn to the classes often quoted by our members as better paid than engineers, we find room for much thought both as to their relations in dividing time and, what is of greater interest, their average earnings.

The report shows 8,881 machinists employed in 45 different localities in the State, 135 or 1.5 idle, 8,746 had more or less work. Average number of days, 75 for the third quarter, July, August and September. Their average per day was \$2.94; 5 earned less than \$75; 257 earned \$75 to \$149; 3,883 \$150 to \$224; 4,601 \$225 or more, with average earnings for the three months \$220.45.

The carpenters in the third quarter, undoubtedly the best in the year, numbered 31,979, of whom 520 were idle, 1.6. This group averaged 66.4 days; average

per day, \$3.82; average for three months, \$253.62.

The bricklayers located in 27 cities, numbering 18,342, of whom 305 were idle, 18,037 having more or less work; 130 from 1 to 29 days; 1,728 from 30 to 59 days; 16,123 from 60 to 79 days; 56 worked 80 days; the average number of days for the group being 56. Average per day, \$2.96; average for the three months, \$201.17. This average number of days worked by the carpenters and bricklayers bears evidence of a well-known fact that the carpenters will not average more than nine months, and the bricklayers about eight months' work in the year, and in consequence, they claim a high rate, and where they are well organized they obtain it; and this feature gives forcible evidence of what organization does where men of a class all join their commercial interests and undertake to regulate price of their labor.

The carpenters, Corinth, N. Y., get from \$2.05 to \$2.55 per day; Cohoes, N. Y., get from \$2.50 to \$3.00; Dunkirk, N. Y., get from 25 to 30 cents per hour; Buffalo, N. Y., get 40 cents per hour; New York, N. Y., \$4 to \$6 per day.

The bricklayers in Elmira, N. Y., \$3.60 per day; Hudson, N. Y., \$3.60 per day; Middletown, N. Y., \$3.50 to \$4.50; New York, N. Y., 70 cents per hour, \$5.60 per day of 8 hours; and these prices vary with the control of the labor marked through organization. In one town where the strength of the organized element was too small to exercise an influence, carpenters' wages ranged from \$1.50 to \$3.00 for a 9-hour day, in Malone, N. Y., \$2.50 for 10 hours, and these figures show the great need of organized effort if reasonable living wages are to be obtained, and tells what results from the union of all men in a special calling getting together in one body and in a position to negotiate with those who are in the market to buy the class of labor they represent.

In the transaction of the commercial business of these organizations, the stability of the class of work and approximate amount of annual earnings becomes a large factor in the negotiations. The

desirability of the steady job being more attractive than the precarious work that depends upon the weather, though the per diem be much higher. The printer at \$18 per week will have an annual earning power exceeding the average bricklayer, though the daily wage be much lower. The comparison of the machinists, \$220.45 for the three months, with wages much below the bricklayers, whose average earnings for the same quarter was \$201.17, is a striking illustration. The engineers show \$358.02 for the same quarter, but the business is entirely different, the hazard and responsibility out of all proportion, and when the hazard and responsibility are considered, the difference should be much more to the credit of the engineers. How shall we make the distinction greater leads to this question. Can we make the service rendered more valuable by a more lively interest in delivering service that cannot be successfully criticised?

Can we avoid the wrecks that are the result of mistakes or miscalculation or indifferent attention to duties? We are not of the opinion that there are any accidents that are willful. There is no premeditated damage to any company's property, but some get along better than others. This question may touch the sensibilities of some of our members, but the engineers, as a class, are being severely criticised, and we do not ask the question to offend anyone. The question is in line with the criticism by railroad officials, and we have several letters suggesting an increase in wages, hence the question is pertinent. If better service is possible better remuneration ought to be, and we hope for a discussion of this phase of the subject.

The B. of L. E. is doing as much, if not more, for its members than any other organization, but with the greater individual interest in it, and in the service rendered, much more can be accomplished in the future. Another feature we should not forget is, that while we are selling service to the railroad companies and they are buying it, if these two factors are friends there will be a mutuality of interest valuable to both. We cannot

afford to be indifferent to the welfare and prosperity of those who employ us, nor expect the employer to do what we refuse to do. One good turn deserves another. This applies to both factors.

Traveling Engineers' Convention.

At the Traveling Engineers' Convention held in Denver, Colo., September 7, 8 and 9, among the speakers after the address of welcome by Governor Shafroth, the *Denver Republican* says George Q. Adams appeared on the platform to the surprise of most of those in attendance.

"Mr. Adams said his son, an engineer, had told him that some one said that all the original members of Div. 1 of the Brotherhood of the Footboard were dead. I wish to assure you that they are not all gone. I am one of the men who framed the charter at Detroit, Mich., when we drew up the obligation of the Order.

Headquarters will be at the Briggs House, 5th avenue and Randolph street.
FRANK WARNE, Sec.

BRO. B. F. OLIVER, member of Div. 401, who was injured in a wreck in January, 1899, and has since been unable to do manual labor, is trying to make a living by conducting a subscription agency. He is agent for magazines, periodicals and newspapers, and can furnish any one you wish; and those of our members who wish to subscribe for any publication can help him by subscribing through his agency and give him a chance to get the discount. Address B. F. Oliver, P. O. Station B, Washington, D. C.

THE parties seen in the accompanying half-tone picture are A. T. & S. F. engineers and their families taking a trip to Pike's Peak. The photograph was taken



"I began railroading in 1852 at a time when even steam gauges were unknown, and I ran the first injector ever used on the Michigan Central railroad."

George Q. Adams was Second Grand Engineer at the Indianapolis Convention held in August, 1864, when the name was changed to that of the B. of L. E.

We will endeavor to learn something more of this old, white-haired pioneer for a future issue.

Links.

A UNION meeting of the B. of L. E. will be held at Hall 309, Masonic Temple, Randolph and State streets, Chicago, Ill., on Sunday afternoon and evening, October 31, beginning at 2 p. m.

All B. of L. E. members are cordially invited, as it is expected that questions of interest will be discussed.

Brother Stone, G. C. E., has promised to be with us.

in Manitou, Colo., as they were ready to start for a burro ride part way up the mountain.

They are Brother and Mrs. Portsmouth, Brother and Mrs. Wilson, Brother and Mrs. Watkins and son, Mrs. Coleman and daughter, Mrs. Jones and Mrs. Heller of Chanute, Kans., Bro. Myer Hurley, Chr. G. C. of A., A., T. & S. F., Mrs. Hurley and their two daughters of Argentine, Kans.

The trip as a whole was a very pleasant affair.

Brother Hurley knows how to make even a burro go in a way to add to the pleasure of the riders, even if some of them in the picture do look as though climbing was not to their liking.

S. H. C.

ONE of the largest attended meetings of Old Colony Div. 312 was held Sunday, September 12, in Putnam Hall, Boston, the occasion being a talk given by Bro.

L. L. Mitchell, a member of this Division, and also of the G. C. of A. on the New Haven system.

Brother Mitchell has only recently returned from an extensive trip through the Northwest as a delegate to the Epworth League Convention at Seattle. Going over the Northern and returning by the Central route, his talk was replete with anecdotes both amusing and instructive, and the Division would like to take this way to thank those Brothers who were instrumental in making this trip such a pleasant one for our Brother.

For us stay-at-homes his experience on this 9,000-mile trip was certainly an eye-opener, and in his very pleasant way we were told of the many wonderful and beautiful places of our country, with which many of our members are undoubtedly well acquainted.

Division 312 is in a good, prosperous condition, and while our membership does not increase very rapidly, it is only because we have this district pretty well corralled and very few available men in sight.

C. E. DREW, Cor. Sec.

On June 23, 1909, Div. 112 attended a picnic at Whaloom Park, Fitchburg, Mass., by invitation of Green River Div. 281, G. I. A.

We left Greenfield at 8:45 a. m., arrived at Fitchburg at 11:45 a. m., where we were met by the advance guard of Div. 281, and were taken in hand by the Sisters and escorted to a near-by restaurant, where we had a first-class dinner.

After dinner we were taken on a trolley ride from Fitchburg to Leominster and North Leominster, then to Whaloom Park.

There we had boating, bathing, dancing and roller skating.

Soon we were called to lunch and—



Those in the picture are Sister Ball, Bro. Ball, Sister Rowe, Bro. Whitcomb, Sister Warren, Sister Rich and granddaughter, Sister Atwood, Master Brown, Bro. Warren, Sister Whitcomb, Bro. Moore, G. I. A. 281, and B. of L. E. 212.

well, the ladies know how to serve a lunch that strikes the right spot.

After lunch we were formed into line and ordered to march to the Park Theater, where we enjoyed a very fine play. After leaving the theater, a few of us had our pictures "took." Then we visited the roller coaster and looked into all the penny-in-the-slot picture machines. Ice-cream and cake were served. Then a visit to the deer park.

About that time we began to think about getting back to the station. So we boarded a trolley car for Fitchburg.

For fear we might get hungry on our 50-mile ride home, we were taken into a restaurant and had a cup of tea and a bite. We left Fitchburg at 6:50 p. m. Arrived home at 8:45 p. m.

Division 112 tendered a unanimous vote of thanks to Div. 281 for courtesies. We enjoyed ourselves very much. Do so some more, girls. We will be with you. Div. 112 thinks the ladies are fine entertainers. They would not even let us pay our car fare.

ONE WHO WAS THERE.

SUBDIVISION 400, located at Mt. Carmel, Ill., concluded to give a family outing, as some of our members were complaining about the lack of sociability among our members and thought it would be very nice if we would take our families and enjoy a day at some nice park. So, we concluded to get into communication with some of the other Divisions in the vicinity and spend the day at Reservoir Park, Paris, Ill.

We wrote to twelve Divisions, and received favorable replies from eight, and as we thought that was enough to insure a good attendance, we began making preparations.

We wrote our Grand Chief asking him if he could join us, and received answer accepting our invitation. We notified all Divisions concerned that the Grand Chief would attend, and prepared what we thought was an elaborate program, and all awaited with anxiety for the appointed day to come.

On the morning of the 7th Div. 400 gathered at the depot with well-filled baskets and happy countenances to the number of 18 engineers and 30 families, and arrived at the grounds at 11 a. m.

We had sent a committee ahead to receive and entertain the Grand Chief, as there is no Division located at Paris; and you can well imagine our surprise and crushed spirits when we beheld him at the park with only the committee and three other engineers.

Say, Brothers, what is the matter with our members? Are we tired of each other's company? Don't we enjoy these

social gatherings any more, or is it because we work too hard and do not feel like making the exertion it costs us to attend them? Surely something is wrong when we have such an attraction as the presence of our Grand Chief to spend an entire day with us, when his time is so valuable and his presence in such demand all over the United States, Canada and Mexico, or, maybe it was because they did not have confidence enough in Div. 400 to think they could pull off a "stunt" like this with any success. But, be that as it may, if you do not think we had a thoroughly enjoyable day, just ask anyone that was present.

Well, the first thing we did was to begin to make apologies to our Grand Chief for bringing him away from his busy life and consuming his valuable time for such an insignificant affair as it seemed our picnic was going to be, but we had not talked to him very long until we felt just about like we do sometimes on Ridge Farm Hill, when "she" is just about on her last revolution and some fellow couples in behind. We had a "pusher."

As it was getting near the noon hour, and as most of us had been hustling all morning, we began to feel those "awful pangs." We refused to go any farther until we had eaten; so, we all laid out our spread under the shade trees, and being joined by the Grand Chief, we had a very nice time for the next 30 minutes.

After every one around the board was convinced that he couldn't make a "clean-up," for it seemed that the more we ate the more good things appeared, we gave up and the Brothers drew off to themselves and smoked their usual after-dinner cigars, and overhauled one or two of the modern articulated compounds, while the ladies cleared up the "muss," after which we all gathered at the pavilion, where a very nice program of songs and speeches was gone over.

The singing of the Baldwin Sisters and Mrs. H. D. Manley (talent which belongs to Div. 400, thank you) was pretty hard to beat.

Next we were received by Mayor Trogden in a short but witty address of welcome, he being followed by our Grand Chief in a very pleasing and intellectual address.

Other addresses were given by Rev. Fr. Fallon, Rev. Allen and the Hon. A. J. Hunter, any one of whom was well worth losing a trip to hear.

This part of the program being finished, we all turned our steps to the other side of the park where the real fun of the day was ready to begin. This consisted of contest games of all kinds, and having an abundance of valuable

prizes on hand, a great deal of interest was taken and each one that entered a game went in to win.

The fat men's race for a silk umbrella was won by the Grand Chief "only by a nose," and I tell you he had to "go some" to "nose out," for there were sprinters in that race, and they all wanted that umbrella. If you had seen Brother Stone coming home in that finish you would be convinced that there is no danger of the B. of L. E. losing its present executive on account of old age for a long time to come.

A very interesting contest was the blindfold walk between married ladies, for an electric iron, there being 24 contestants, and the iron was won by Mrs. H. D. Manley, she making nearly as straight a walk as she could have done if she had not been blindfolded.

The real sport of the day was the pie-eating contest between boys with their hands tied behind them. It being impossible to give a decision between two of the boys, each was given a prize.

As the evening shadows were getting pretty long by this time and we had been so busy all day that nobody had time to visit, the remainder of the evening was spent in getting acquainted and having a good time generally.

At 5:30 our train came along, and of course we all had to "pile on," and a jollier set of people I have not seen for a long time, each one filled with a determination to repeat the performance at some future time.

As this is the first picnic Div. 400 has held for some time, we are very glad that it proved the success that it did, for, Brothers, these social gatherings are a blessing to our Order. We get out and mingle with each other and pass a pleasant day in each other's society. It drives away dull care, and we return to our homes better satisfied with ourselves, better satisfied with each other, and better able to face the battles of life, and our confidence stronger than ever in our grand old Order, the Brotherhood of Locomotive Engineers.

C. F. BARRETT, F. A. E. Div. 400.

A MOST successful and well attended union meeting of the B. of L. E. and Ladies' Auxiliary was held at Savannah, Ga., beginning August 17 and lasting four days.

Delegates assembled at 3 p. m., August 17, in Savannah's large air dome, Bro. W. E. King, C. E. Div. 646, presiding.

Several of Savannah's representative citizens were introduced, chief among them Mr. Oliver of the Chamber of Commerce, who, in behalf of the city of

Savannah, gave an address of welcome to all visitors, stating Savannah was always glad to welcome worthy strangers and members of worthy organizations such as the B. of L. E. and their Auxiliary represented.

Bro. T. J. Hoskins, chairman Legislative Board, Div. 239, of Knoxville, Tenn., ably represented the B. of L. E. in his reply to Mr. Oliver's welcome address.

Mrs. Murdock gave an address in which she outlined the work of the Auxiliary and urged the co-operation of both Orders, showing the good results to be accomplished.

Services for the day concluded with music and singing and a drill of the Auxiliary.

Second day of the meeting was marked by two interesting meetings during the morning. At 10 o'clock the members assembled in secret session in one part of the building, while the delegates of the Grand Auxiliary met in another apartment.

Immediately upon convening the meeting effected a temporary organization with Bro. J. I. Whiddon, general chairman Southern Railroad, acting chief, and Bro. C. E. Paul of Div. 646, secretary.

The first speaker was Brother Hoskins of Div. 239, who in an able and forceful address spoke of the responsibility of the membership to the Order, laying great stress upon the cardinal principles—Truth, Sobriety, Morality and Justice. He touched upon the marvelous growth of the business of the B. of L. E. He also urged the importance of a written constitution to be ratified by the Divisions, and discussed the organic law of the Brotherhood.

Bro. Thos. H. Hiner of Div. 23, Memphis, Tenn., was the next speaker. He discussed the difficulty of taking up the grievances of individual delegates, owing to the fact that the size of the convention precluded the possibility of giving proper attention to all. Brother Hiner's remarks upon the duties of members toward each other in times of adversity were very touching.

Brother Green, general chairman Atlantic Coast Line, spoke upon the necessity of thorough organization and concerted action, laying great stress upon the need of concerted action in the southeastern territory and the equalization of relations between employer and employee. Brother Green's remarks upon the importance of regular and full attendance at Division meetings were well placed, showing how poor attendance at meetings would soon wreck a strong Division, and was one of the

greatest drawbacks and poorest encouragement a general or local committee had to contend with.

Bro. S. C. Catherwood of Div. 646 was called upon. He gave some interesting facts as to State legislation, showing how much attention and importance were given all bills brought before the Legislature when the fact became known that the B. of L. E. was the cause of the introduction of the bill. Bro. Catherwood advocated booming Division meetings.

Bro. J. I. Whiddon, general chairman Southern Railroad, gave an able address, devoting himself to a discussion of administrative details and the necessity for a strict compliance with the laws of the Order and an equally strict compliance of the laws and rules of the railroad. He gave interesting facts relative to the general increase of salary and membership that were surprising. Brother Whiddon gave good reasons for discipline on railroads and outlined the necessity of such discipline and asked the Brothers at large to administer discipline in the Order and then there would not be such a necessity for so much trouble on the road, and it would reduce the number of dismissals from the company.

Bro. John T. Devine of Div. 688, Elizabeth, N. J., gave outlines of the general good of the organization that was being accomplished in his territory.

After a genial, heart-to-heart meeting, and a hearty handshake of all present, meeting adjourned.

The afternoon of the second day was spent in a car ride around the city and to the several pleasure resorts on the salt water, terminating at Thunderbolt, where all enjoyed an informal banquet at the Casino, attending a specially prepared vaudeville performance afterwards.

The third day of the session was spent at Tybee Island, the South's Coney Island, where entertainments of all kinds are to be found. The principal enjoyment was surf bathing and many spent a most delightful time in the surf. Music and dancing continued until midnight.

The fourth day was devoted to a joint session of the B. of L. E. and Ladies' Auxiliary in the morning, and the afternoon to a boat ride around Savannah's harbor. The trip extended 18 miles down the Savannah river to a point off Tybee's shore, and return to the city.

The surf and boat ride were greatly enjoyed, as many delegates live many miles from the coast, and it was a rare treat to those who had never before had the opportunity to enjoy such pleasure.

Good results can be guaranteed from such gatherings as this union meeting, and it is to be hoped that many more will be held. C. E. PAUL, Sec. Div. 646,

SPECIAL NOTICES

Smc. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Information is wanted of the whereabouts of Geo. H. Gardiner, locomotive engineer, who, when last heard from in October, 1899, was in Blue Island, Ill. Kindly address his mother, Mrs. M. A. Putnam, 616 Washington street, Bath, Me.

Information is wanted of the whereabouts of Ed. Filkins, a locomotive engineer, who was working in the Canal Zone, Panama, in the fall of 1906. Please address his father, Mr. Benj. Filkins, 71 N. Polk street, Coldwater, Mich.

Wanted.—To know the whereabouts of Zephyrinus C. Dwyer, fireman on the Central Railroad of New Jersey for eight or nine years, and at one time a member of Lodge 13, B. of L. F. & E. He is wanted in connection with some property, and anyone knowing anything of him will confer a favor by corresponding with Wm. J. F. Dwyer, 516 Livingston street, Elizabeth, N. J.

Draughtsmen wanted.—Those with railroad experience preferred. Address G. O. H., care New York Air Brake Co., Watertown, N. Y.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Chicago, Ill., Aug. 24, struck by train, Bro. T. J. Murphy, member of Div. 10.

Chicago, Ill., July 28, Bro. J. S. Mather, member of Div. 10.

St. Louis, Mo., Aug. 23, collision, Bro. Michael J. Healey, member of Div. 48.

New Paltz, N. Y., Aug. 4, tuberculosis and diabetes, Bro. Frank Ethridge, member of Div. 53.

Central Falls, R. I., Aug. 14, overcome by heat, Bro. Robert P. Clark, member of Div. 57.

Silvis, Ill., Sept. 8, typhoid fever, Bro. John H. McConnell, member of Div. 60.

Philadelphia, Pa., Sept. 4, acute indigestion, Bro. F. J. Briggs, member of Div. 71.

Reading, Pa., Aug. 13, Bright's disease, Bro. Geo. H. Seldel, member of Div. 75.

Springfield, Mo., Sept. 1, railroad accident, Bro. David M. Heald, member of Div. 83.

Green Island, N. Y., Aug. 18, ptomaine poisoning, Mrs. Matilda Hardie, wife of Bro. Wm. Hardie, member of Div. 87.

Chicago, Ill., July 12, Bright's disease, Mrs. Emma K. Moore, member of G. I. A. Div. 1, and wife of Bro. G. H. Moore, member of Div. 96.

Columbia, Pa., Aug. 21, Bro. John C. Kelley, member of Div. 104.

Poughkeepsie, N. Y., Sept. 8, Bro. G. H. Hardin, member of Div. 145.

Palestine, Tex., Aug. 8, crushed between cars, Bro. T. H. Motter, member of Div. 194.

Perry, Ia., Sept. 5, paralysis, Bro. Eli D. Eckman, member of Div. 203.

Atlanta, Ga., Aug. 14, apoplexy, Bro. J. B. Travis, member of Div. 207.

Kirkwood, Ga., July 7, Bright's disease, Bro. Robert L. Phillip, member of Div. 207.

Watertown, N. Y., Aug. 14, cholera morbus, Bro. Lewis E. Roberts, member of Div. 227.

Sarnia, Ont., Can., Aug. 22, typhoid fever, Bro. John Kennedy, member of Div. 240.

Bradford, Pa., Aug. 21, tuberculosis, Bro. Jno. J. Green, member of Div. 254.

Charleston, S. C., Sept. 4, heart failure, Mrs. E. A. Wall, wife of Bro. E. A. Wall, member of Div. 265.

Pensacola, Fla., Aug. 15, heart failure, Bro. F. D. Watson, member of Div. 275.

Grand Rapids, Mich., July 26, railroad accident, Bro. Michael Powers, member of Div. 286.

Altoona, Pa., Sept. 15, cancer, Bro. John Reilly, member of Div. 287.

Erie, Pa., Sept. 5, pneumonia, Bro. F. Quinn, member of Div. 298.

Plymouth, Mass., Sept. 8, Bro. C. A. Tower, member of Div. 312.

Frankfort, Ky., Aug. 2, jaundice, Bro. E. H. Grant, member of Div. 327.

West Lebanon, N. H., Sept. 6, pneumonia, Bro. J. E. Scannell, member of Div. 335.

Martinsburg, W. Va., Aug. 23, heart failure, Bro. David M. Burris, member of Div. 352.

Browns Valley, Minn., May 13, complication of diseases, Bro. Patrick Blake, member of Div. 356.

Breckenridge, Minn., April 30, insane, Bro. A. E. Smith, member of Div. 356.

Wichita, Kans., Aug. 24, heart disease, Bro. M. S. Sidener, member of Div. 364.

Kansas City, Mo., Aug. 25, appendicitis, Bro. H. L. Uncles, member of Div. 398.

Fairbury, Neb., Sept. 5, Bright's disease, Bro. Amsey Fuller, member of Div. 431.

Birmingham, Ala., Aug. 21, appendicitis, Bro. L. D. Ponder, member of Div. 432.

Americus, Ga., Sept. 12, Bro. W. K. Norwood, member of Div. 449.

Husted, Colo., Aug. 15, collision, Bro. F. W. Beless, member of Div. 451.

St. Joseph, Mo., July 1, insane, Bro. W. F. Beeler, member of Div. 471.

Joliet, Ill., Sept. 9, apoplexy, Bro. John A. Hagart, member of Div. 478.

Kansas City, Kans., Aug. 18, sunstroke, Bro. E. A. Rolfe, member of Div. 491.

Glenwood, Minn., Sept. 6, Bright's disease, Bro. David W. Choate, member of Div. 494.

Monroe, N. C., June 29, Harry, infant son of Bro. J. W. Yates, member of Div. 498.

Grand Rapids, Mich., Aug. 18, boiler explosion, Bro. William L. Bradlee, member of Div. 503.

Chicago, O., Sept. 3, engine turning over, Bro. Chas. A. Dill, member of Div. 522.

Leavenworth, Wash., Aug. 20, engine turned over, Bro. Elad Goulett, member of Div. 540.

Everett, Wash., Aug. 19, accidentally shot, Bro. D. McDougal, member of Div. 540.

New Castle, Pa., Aug. 21, engine jumped track, Bro. John C. Robinson, member of Div. 565.

Ft. Scott, Kans., Sept. 2, Bro. W. G. Korb, member of Div. 568.

Acambaro, Mex., Sept. 4, heart failure, Bro. Mike Quigley, member of Div. 571.

Great Bend, Pa., Aug. 24, Bright's disease, Bro. Daniel Bagby, member of Div. 641.

Waycross, Ga., Aug. 15, typhoid fever, Miss Ruby Phillips, daughter of Bro. W. W. Phillips, member of Div. 648.

Memphis, Tenn., Sept. 8, Bro. Robert L. Moore, member of Div. 672.

Dupo, Ill., Aug. 17, engine turning over, Bro. David Kirkwood, member of Div. 674.

Bay City, Mich., Aug. —, Mrs. Geo. LaMere, wife of Bro. Geo. LaMere, member of Div. 677.

New Orleans, La., Sept. 5, anaemia, Bro. Chas. C. Adolph, member of Div. 693.

Newport, Ark., Aug. 10, abscess of the brain, Bro. M. J. Yocum, member of Div. 701.

Teague, Tex., Sept. 1, Bro. J. W. Phillips, member of Div. 703.

Centralia, Ill., Aug. 18, sunstroke, Chas. C. Robinson, former member of Div. 37, and brother of Bro. W. H. Robinson, member of Div. 745, and father of Bro. C. W. Robinson, member of Div. 577.

Lowell, Mass., July 31, rupture, Bro. A. I. Gifford, member of Div. 61. Brother Gifford was one of the oldest in railroad service and in the B. of L. E., having commenced his railroad career as a helper in the roundhouse and extra fireman November 11, 1851, working under his father as foreman of engine-house, practically master mechanic. He was soon promoted to an engineer, and when the B. of L. E. was organized in New England he joined Div. 61, January 6, 1865, when it required courage to become a member. He continued as an engineer until the death of his father in 1871, when he was appointed to the position of engine-house foreman in place of his father and held this position until his death, 38 years, making a total of 58 years of service, 44 years of this time a member of the B. of L. E. Retaining his membership in the Order for 38 years while holding an official position shows an unusual loyalty to the principles of the Order, an exemplary intellectual man, a pioneer who remained true to his convictions and honored the Brotherhood, and the Brotherhood places his name on the scroll of honor for his long and loyal association. His only son, Alden T., followed his example and became a member of Div. 61 in 1884.

ADMITTED BY TRANSFER CARDS

Into Division—

23—Geo. W. Gallagher, from Div. 197.

32—Wm. Smith, from Div. 186.

57—Patrick D. Hoyer, from Div. 163.

75—James K. Brison, from Div. 71.

101—E. G. Aldrich, from Div. 654.

107—Richard Nelson, Jr., from Div. 206.

110—F. E. Hobart, from Div. 425.

139—G. M. Halliburton, from Div. 569.

147—W. W. Waldo, from Div. 402.

161—J. B. Whitlock, from Div. 692.

164—W. H. Harris, from Div. 664.

183—Jos. W. Coolidge, from Div. 98.

192—J. H. Corp, from Div. 669.

199—J. D. Rice, from Div. 615.

216—J. Y. Cunningham, from Div. 442.

225—J. T. Bowles, from Div. 780.

266—James M. Shepherd, from Div. 1.

272—G. A. Carey, from Div. 589.

299—J. M. Buswell, from Div. 344.

300—L. A. Thayer, from Div. 548.

309—Ira L. Day, from Div. 196.

320—John Allan, Herbert Creelman, from Div. 657.

J. M. Jackson, from Div. 728.

356—Wm. J. Vogel, from Div. 413.

357—John Flynn, Frank Shepard, Martin Shaffer, from Div. 313.

Irwin Bucklin, from Div. 726.

366—C. T. Dudgeon, from Div. 680.

371—Wm. H. Hand, from Div. 599.

386—D. Hammond, from Div. 595.

396—Wm. H. Simpson, C. L. Gallately, from Div. 234.

416—I. P. Davis, from Div. 255.

425—Geo. M. Carmen, from Div. 283.

Ervin M. Wisdom, from Div. 700.

426—R. J. Coffman, from Div. 531.

439—H. E. Brawn, from Div. 588.

460—Jos. P. Sullivan, from Div. 577.

495—R. H. Pugh, from Div. 156.

506—Geo. H. Root, from Div. 199.

511—C. W. Johnson, from Div. 314.

557—Sandy T. Gunn, Theo. G. Abel, from Div. 314.

568—M. P. Cook, from Div. 647.

A. Huffman, from Div. 34.

571—Thos. Rees, from Div. 587.

648—R. E. Edwards, from Div. 496.

650—R. P. Snyder, from Div. 1.

L. F. Draves, from Div. 33.

653—Francis Helmbach, from Div. 75.

657—E. A. Dixon, from Div. 579.

Geo. A. Morris, from Div. 262.

660—John Crosbie, from Div. 593.

673—W. O. Walburn, from Div. 380.

697—M. F. Armour, Edgar Allen, W. B. Bacott, W. B. Boyd, J. M. Burrage, A. L. Boykin, W. A. Beard, H. L. Campbell, T. E. Coleson, W. A. Crawford, John Crabtree, G. W. Darwin, J. E. Glover, H. K. Hill, J. L. Highnote, John Hildon, J. B. Kennett, E. P. Magee, T. A. Melton, O. A. McMullen, Lee Merritt, B. M. Pegram, Paul Perkins, R. W. Pegram, A. B. Reynolds, Frank Streibich, J. E. Stephens, F. J. Slider, A. G. Smith, A. J. Tully, Edgar Tidwell, A. M. Tully, R. J. Wilson, S. C. Yeargain, W. E. Williams, C. S. Cotlin, T. M. Wood, from Div. 140.

705—John P. Shirk, from Div. 75.

713—Wert Pence, from Div. 55.

716—H. Mezgar, from Div. 486.

721—C. E. Kimbrough, from 612.

E. L. Summers, J. W. Binkley, Geo. Calder, Ed Kinney, H. D. Higby, W. J. Wallace, Geo. J. Westphall, from Div. 578.

E. L. Bordo, from Div. 396.

731—T. H. Vernon, from Div. 708.

743—B. R. Anderson, Thos. D. Lacy, W. H. Phillips, from Div. 401.

750—James P. McAnany, from Div. 510.

C. Yeandle, from Div. 563.

758—Fremont E. Woodworth, from Div. 576.

F. L. Wall, from Div. 13.

759—W. D. Thomas, from Div. 375.

764—Geo. T. Robinson, from Div. 174.

A. B. McGillivray, from Div. 89.

Chas. E. Moore, from Div. 119.

772—M. V. Altemus, from Div. 325.

776—D. N. Wooster, from Div. 636.

779—H. L. Doolittle, from Div. 409.

782—L. M. Hayes, W. A. Hancock, from Div. 547.

783—Chas. E. Elliott, Pat H. Flood, Chester C. Shavor, Adolph Schuck, C. S. Velsor, William Weaver, John H. Sullivan, Walter H. Benson, Jas. T. Manley, from Div. 145.

784—W. H. Baldwin, George Rait, C. R. Swift, John Quinn, from Div. 203.

Harry E. Callahan, L. H. Tunesdell, from Div. 200.

Chas. McGill, E. H. Tallmadge, from Div. 102.

Chas. Neimiller, from Div. 538.

786—F. G. Adamson, W. D. Argo, J. L. Austin, A. C. Baggarly, K. C. Bennett, A. J. Brooks, H. K. Burgay, H. J. Burgay, J. M. Deavors, W. D. Dent, G. I. Dozier, L. L. Etheredge, W. R. Foster, T. A. Ford, Leroy Fuss, E. P. Flynn, S. J. Hays, J. C. Hunnicutt, P. D. Lacy, G. Mary, G. W. Little, J. S. Lumpkin, S. S. Mann, J. C. Mathews, F. M. Pair, A. C. Raby, C. W. Scarborough, C. R. Swint, W. B. Stafford, M. P. Snell, C. E. Vance, J. I. Whiddon, C. H. Williams, from Div. 210.

WITHDRAWALS

From Division—

19—F. G. Legear.
68—Wm. Robinson.
74—I. L. Martz.
79—J. W. Bowman.
83—Arthur Adams.
88—V. E. McCarty.
140—B. B. Davis.

From Division—

145—Daniel Lawson.
153—C. H. Bock.
281—G. B. Ridgley.
306—Marshall Wagoner.
499—W. A. Jones.
553—Jno. A. Christie.
640—H. H. Volk.

REINSTATEMENTS

Into Division—

46—John R. Botts.
70—E. H. Firman.
74—B. Frank Snavelly.
96—Clifford J. Drake.
98—Jos. W. Coolidge.
153—F. L. Elston.
158—J. W. Snider.
171—Jasper M. Snyder.
222—C. E. Devine.
230—Chas. Knapp.
232—R. C. Price.
256—C. E. Lair.
278—John E. Odem.
344—John M. Buswell.

Into Division—

368—O. C. Leathers.
380—W. O. Walborn.
428—F. T. Myers.
C. J. Arnold.
472—James A. Buck.
486—H. Mezgar.
501—R. L. Moore.
524—P. J. Kinnee.
584—A. W. Willey.
652—Wm. H. Derr.
690—R. N. Jeffris.
M. T. Hall.
J. F. Butler.

EXPELLED

FOR NON-PAYMENT OF DUES.

From Division—

145—J. R. Knight.
170—Reed Ralston.
171—James Connine.
P. E. Giggelman.
172—Geo. W. Morgan.
183—Thos. Griffin.
Peter Cunningham.
F. G. Cockrell.
230—D. Coker.
232—Max E. Koehler.
Ed Flowers.
B. F. McKee.
250—S. R. Kauffman.
256—C. Youngblood.
E. M. Walton.
W. B. Stanton.
J. R. Massett.

From Division—

256—H. S. Gamble.
C. E. Lair.
294—J. S. Stevens.
429—J. Eschenbach.
H. E. Zacharias.
A. E. Bonker.
499—F. Fink.
585—Andy Woody.
622—C. E. Miller.
635—J. W. Gilbraith.
648—W. R. Rice.
C. E. Nix.
C. E. Hemley.
672—C. J. Rolle.
John L. Lewis.
696—J. B. Cooper.

FOR OTHER CAUSES.

12—A. H. Hunter, non-payment of dues and forfeiting insurance.
29—Wm. Kishman, non-payment of dues and forfeiting insurance.
52—John W. Wells, under the influence of liquor while on duty.
53—Geo. Robson, non-payment of dues and forfeiting insurance.
56—B. Johnson, non-payment of dues and forfeiting insurance.
76—J. P. Cameron, failing to take out insurance.
96—S. G. Smith, forfeiting insurance and non-payment of dues.
210—T. E. Fox, unbecoming conduct.
233—R. J. Stephens, intoxication and forfeiting insurance.
265—John R. Cabell, non-payment of dues and not notifying Division of his whereabouts.
320—Beverly Goddard, violation of obligation.
330—E. O. Fountain, forfeiting insurance and non-payment of dues.
360—Edwin Bogen, A. L. Hassel, Henry Seabrooks, E. W. Robinson, non-payment of dues and forfeiting insurance.
370—Edgar Hayes, Jesse L. Courtwright, non-payment of dues and forfeiting insurance.
391—Chas. A. Wickles, forfeiting insurance.
449—M. G. Astin, C. E. Hall, E. C. Ryals, J. M. Ryals, W. R. Ryals, violation of obligation.
453—W. T. La Grone, unbecoming conduct.
480—F. A. Tobrock, non-payment of dues and violation of obligation.
587—J. M. Spargur, forfeiting insurance and non-payment of dues.
611—Frank J. Yonkers, violation of obligation.
613—B. J. Dolan, non-payment of dues and forfeiting insurance.
644—George Rodecker, unbecoming conduct and intoxication.
648—J. E. Davis, violation of obligation.
652—Wm. H. Derr, forfeiting insurance.
Amos Nelfert, selling intoxicating liquor.
690—I. M. Wiseman, non-payment of dues and forfeiting insurance.
756—Lon B. Swearingner, leaving his family and unbecoming conduct.
John K. Bingham, forfeiting insurance.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 810-812 and Relief

SERIES I.

OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, Oct. 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.—You are hereby notified of the death or disability of the following members of the Association:

★ Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass.	Name.	Age.	No. of Div.	Date of Admission.	Date of Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
763	J. H. M. Dunn...	42	689	July 25, 1906	July 30, 1906	Blind right eye....	\$3000	Self.
764	H. E. Peery.....	44	448	June 29, 1902	Aug. 7, 1908	Blind right eye....	1500	Self.
765	Geo. W. Wheeler...	46	156	May 9, 1892	Aug. 13, 1908	Blind.....	1500	Self.
766	Wm. McCook.....	52	292	Apr. 12, 1890	Aug. 20, 1908	Blind left eye....	1500	Self.
767	Geo. R. Johnston...	37	69	Apr. 1, 1891	Aug. 24, 1908	Blind right eye....	3000	Self.
768	E. J. Mason.....	63	65	Apr. 18, 1887	July 8, 1909	Chronic gastritis..	1500	Lucetta V. Mason, w.
769	N. A. Johnson.....	38	589	July 23, 1905	July 28, 1909	Killed.....	1500	S. Aurora Johnson, w.
770	Wm. A. Canfield...	62	145	Mar. 30, 1896	July 30, 1909	Cerebral hemorrhage	3000	Emma Canfield, w.
771	Jno. A. Coulter...	49	391	July 12, 1896	Aug. 7, 1909	Killed.....	1500	Mrs. Jno. A. Coulter, w.
772	M. J. Yocom.....	46	701	Oct. 26, 1899	Aug. 10, 1909	Abscess of brain...	3000	Wife and son.
773	Frank W. Belliss...	49	451	Nov. 3, 1891	Aug. 14, 1909	Killed.....	3000	Mrs. F. W. Belliss, w.
774	A. W. Brigham.....	40	106	Nov. 30, 1901	Aug. 16, 1909	Peritonitis.....	750	Cleora M. Brigham, w.
775	Edward Stephens...	54	50	Dec. 21, 1896	Aug. 16, 1909	Nephritis.....	1500	Mrs. Edw. Stephens, w.
776	Arthur J. Wooll...	40	883	May 28, 1901	Aug. 17, 1909	Killed.....	1500	Wilhelmine Wooll, w.
777	R. C. Talbott, Jr...	33	489	Jan. 20, 1904	Aug. 17, 1909	Tuberculosis.....	3000	Wife and mother.
778	David Kirkwood...	34	674	Nov. 28, 1904	Aug. 17, 1909	Killed.....	1500	Grace Kirkwood, w.
779	E. A. Rolfe.....	36	491	May 21, 1904	Aug. 18, 1909	Sunstroke.....	1500	Ingar Rolfe, w.
780	Wm. C. Bradlee...	46	503	May 28, 1906	Aug. 18, 1909	Killed.....	3000	Mrs. E. E. Bradlee, w.
781	Dunc'n M. Doug'l...	44	540	Aug. 11, 1901	Aug. 19, 1909	Killed.....	3000	Lizzie McDougall, w.
782	Elead Goulet.....	40	540	Sept. 24, 1907	Aug. 20, 1909	Killed.....	1500	Mayme Goulet, w.
783	J. C. Robison.....	41	565	July 27, 1891	Aug. 21, 1909	Killed.....	1500	Mrs. J. C. Robison, w.
784	John F. Reid.....	30	174	Jan. 25, 1907	Aug. 21, 1909	Left leg amput'd...	1500	Self.
785	John Kennedy.....	33	240	Dec. 12, 1905	Aug. 22, 1909	Typhoid fever.....	1500	Agnes Kennedy, w.
786	D. M. Burris.....	47	852	Jan. 15, 1906	Aug. 23, 1909	Heart disease.....	1500	Lizzie Burris, w.
787	M. J. Healy.....	55	48	Dec. 22, 1893	Aug. 23, 1909	Killed.....	3000	Lizzie Healy, w.
788	J. L. Hillard.....	22	607	Mar. 16, 1908	Aug. 24, 1909	Left foot amput'd.	4500	Self.
789	E. S. Thomas.....	58	12	July 26, 1896	Aug. 24, 1909	Killed.....	1500	Lizzie Thomas, w.
790	Thos. J. Murphy...	35	10	Mar. 18, 1901	Aug. 24, 1909	Killed.....	1500	Susan Murphy, m.
791	B. F. Kingman.....	45	560	Sept. 26, 1902	Aug. 24, 1909	Right foot amput'd	3000	Self.
792	Daniel Bagley.....	65	641	Dec. 2, 1884	Aug. 24, 1909	Bright's disease...	3000	Mary E. Bagley, w.
793	H. L. Uncles.....	62	393	Mar. 31, 1883	Aug. 25, 1909	Appendicitis.....	4500	Mrs. M. T. Uncles, w.
794	Wm. F. Magee.....	32	739	May 13, 1905	Aug. 26, 1909	Killed.....	1500	Myrtle W. Magee, w.
795	W. C. T. Stewart...	44	147	Mar. 2, 1903	Aug. 26, 1909	Eye removed.....	3000	Self.
796	Jas. C. McArron...	47	33	Dec. 24, 1905	Aug. 28, 1909	Left leg amput'ed.	3000	Self.
797	Y. Y. Beasley.....	27	219	Aug. 12, 1909	Aug. 28, 1909	Left leg amput'ed.	4500	Self.
798	James Beamish.....	49	286	Apr. 3, 1898	Aug. 28, 1909	Heart trouble.....	3000	Mary Beamish, w.
799	Wm. H. Chastain...	30	210	May 19, 1905	Aug. 30, 1909	Left leg amputated	3000	Self.
800	David M. Heald...	29	83	Feb. 17, 1906	Sept. 1, 1909	Killed.....	1500	Ola L. Heald, w.
801	J. W. Phillips.....	27	703	Jan. 24, 1909	Sept. 1, 1909	Typhoid fever.....	1500	E. H. Phillips, father.
802	C. A. Dill.....	46	522	Sept. 16, 1898	Sept. 3, 1909	Killed.....	3000	Mary Dill, w.
803	C. R. Huff.....	41	107	July 10, 1903	Sept. 3, 1909	Right foot amput'ed	1500	Self.
804	David Gethin.....	45	296	Aug. 15, 1904	Sept. 4, 1909	Paralysis.....	1500	Sarah A. Gethin, w.
805	Fred Warren.....	43	238	Jan. 7, 1889	Sept. 5, 1909	Killed.....	1500	Mrs. Fred Warren.
806	E. D. Eckman.....	62	203	Nov. 15, 1887	Sept. 5, 1909	Paralysis.....	3000	Daughters.
807	Fred J. Briggs...	48	71	Nov. 10, 1906	Sept. 6, 1909	Obstruct'n of bo'ls	1500	Annie O. Briggs, w.
808	Chas. A. Tower.....	39	812	June 23, 1901	Sept. 8, 1909	Paralysis.....	750	Emily A. Tower, m.
809	Jno. H. McConnell...	32	60	Sept. 12, 1906	Sept. 8, 1909	Meningitis.....	1500	Emma McConnell, s. m
810	M. H. Cooper.....	64	646	May 7, 1891	Sept. 9, 1909	General septicaemia	3000	Viola A. Cooper, w.
811	Jno. A. Haggart...	49	478	Apr. 29, 1901	Sept. 9, 1909	Apoplexy.....	1500	Cora B. Haggart, w.
812	W. G. Johnson.....	54	244	Apr. 10, 1900	Sept. 16, 1909	Typhoid fever.....	3000	Luella A. Johnson, w.

Total number of claims, 50. Total amount of claims, \$111,000.

★ One of the above assessments will be applied to the Relief Fund, as authorized by the Columbus Convention. See pages 29, 30 and 32 of Convention Proceedings.

Financial Statement.

CLEVELAND O., Sept. 1, 1909.

MORTUARY FUND FOR AUGUST.

Balance on hand.....	\$167,851 89
Paid in settlement of claims.....	147,750 00
Surplus.....	\$ 20,101 89
Received by assessments 654-657 and back assessments.....	\$138,287 40
Received by assessments 705-708.....	1,148 33
Received from members carried by the Association.....	2,235 70
Interest for August, 1909.....	412 55 \$142,083 98
Balance in bank August 31, 1909.....	\$162,185 87
EXPENSE FUND FOR AUGUST.	
Balance on hand.....	\$ 7,061 69
Received from fees.....	228 22
Balance.....	\$ 7,289 91
Expenses during month of August, 1909.....	2,583 77
Balance in bank August 31, 1909.....	\$ 4,706 14

Statement of Membership.

FOR AUGUST, 1909.

Classified represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid assessments 654-657.....	2,813	33,644	14,094	2,468
Members from whom assessments 654-657 were not collected.....	334	2,421	598	4
Members carried by the Association.....	4	160	340	25
Applications and reinstatements received during month.....		119	62	24
Totals.....	3,151	36,344	15,094	2,521
From which deduct policies terminated by death, accident, or otherwise.....	13	145	36	3
Total membership Aug. 31, 1909.....	3,138	36,199	15,058	2,518
Grand total.....				56,913

Weekly Indemnity Claims Paid September 1, 1909.

Cl'm	Div.	Name	Amt. Paid	Cl'm	Div.	Name	Amt. Paid
130	448	Geo. A. Finley.....	\$ 70 71	165	539	Tony Shayland.....	\$ 60 00
131	606	C. C. Roder.....	115 71	166	507	B. Callender.....	30 00
132	739	Alex. McLennan.....	120 00	167	527	Henry C. Best.....	131 43
133	232	Wm. Campbell.....	20 00	168	244	Z. T. Hall.....	32 14
134	39	Joe Hulse.....	30 00	169	409	John Williams.....	157 14
135	718	J. J. Mount.....	42 86	170	260	George Moore.....	47 14
136	363	T. Brunson.....	62 86	171	445	Thos. Lyons.....	80 00
137	559	J. O. Carel.....	102 86	172	20	B. B. Ide.....	114 29
138	569	Chas. S. Morris.....	40 00	173	98	J. E. Herman.....	25 71
139	500	H. A. McKenzie.....	271 43	174	448	D. T. Whitlock.....	148 57
140	423	A. L. Hackworth.....	22 86	175	195	James Eckels.....	100 00
141	119	Chas. J. Weldert.....	85 71	176	146	Elmer Alders.....	21 43
142	33	John W. Koth.....	45 00	177	179	K. G. Hong.....	11 43
143	195	John Barry.....	57 14	178	8	G. O. Holliday.....	20 00
144	83	J. W. Wells.....	25 71	179	93	C. Robertson.....	22 86
145	66	H. C. Dibble.....	60 00	180	511	Chas. L. Fink.....	22 86
146	301	S. L. Mayo, Jr.....	62 86	181	445	Dan Grant.....	17 14
147	416	Jas. Englehart.....	48 57	182	190	F. P. McAlhatten.....	122 86
148	539	Arthur Lambert.....	22 86	183	200	H. L. Stevens.....	120 00
149	111	Wm. S. Blair.....	57 14	184	372	E. C. Zimmermann.....	10 00
150	197	Geo. A. Cook.....	451 43	185	487	L. A. Buchanan.....	20 00
151	448	Wm. A. Honeycutt.....	20 00	186	523	H. T. True.....	151 43
152	427	B. B. Tartt.....	25 71	187	487	A. A. Hoeft.....	12 86
153	568	W. W. Sinclair.....	22 86	188	218	J. G. Finkle.....	19 29
154	262	E. J. Adams.....	80 00	189	177	J. F. Harrell.....	42 86
155	636	Wm. H. Hardin.....	20 00	190	178	Lee Farris.....	28 57
156	453	Wm. Wilcox.....	40 00	191	630	A. W. Bell.....	12 86
157	527	A. D. Bateman.....	31 43	192	507	W. E. Terry.....	40 00
158	680	C. K. Dobbins.....	60 00	193	178	J. E. Levelsmer.....	40 00
159	154	Jos. Fromme.....	25 71	55	86	W. P. Carlisle, Bal.....	71
160	507	C. A. Carr.....	17 14	*705	83	J. R. Beshears, Adv.....	90 00
161	507	H. B. Westenbauer.....	40 00	*776	260	G. O. Redmond, Adv.....	150 00
162	301	J. W. Lee.....	60 00	*808	115	F. W. Dudley, Adv.....	90 00
163	182	Barney Smith.....	125 71	*953	523	C. R. Kimbro, Adv.....	95 00
164	514	G. W. Worman.....	60 00				\$4532 85

Total number of Weekly Indemnity Claims.....65

*Number of advance payments on Claims.....4

Indemnity Death Claims Paid September 1, 1909.

Cl'm	Div.	Name.	Amt. Paid
34	540	Elead Goulett.....	\$1000 00
			\$1000 00 \$5532 85

Total number of Death Claims, 1.

Weekly Indemnity Claims paid from Dec. 1, 1906, to Aug. 1, 1909.....\$85,800 31

Indemnity Death Claims paid from Apr. 1, 1907, to Aug. 1, 1909.....59,000 00

\$144,800 31 150,333 16

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

DIVISIONS BY STATES.

DIVISIONS BY STATES.

ALABAMA.	407	NEW HAMPSHIRE.	675	TEXAS.	675
ANNISTON.	407	NEW JERSEY.	675	ATLANTA.	675
AVONDALE.	432	ATLANTA.	675	ATLANTA.	675
BIRMINGHAM.	436	ATLANTA.	675	ATLANTA.	675
BIRMINGHAM.	386	ATLANTA.	675	ATLANTA.	675
BIRMINGHAM.	156	ATLANTA.	675	ATLANTA.	675
MOBILE.	434	ATLANTA.	675	ATLANTA.	675
MONTGOMERY.	434	ATLANTA.	675	ATLANTA.	675
MONTGOMERY.	434	ATLANTA.	675	ATLANTA.	675
SELMA.	228	ATLANTA.	675	ATLANTA.	675
TUSCULUM.	450	ATLANTA.	675	ATLANTA.	675
TUSCULUM.	452	ATLANTA.	675	ATLANTA.	675
ARIZONA.	615	ATLANTA.	675	ATLANTA.	675
DOUGLAS.	615	ATLANTA.	675	ATLANTA.	675
PRESCOTT.	647	ATLANTA.	675	ATLANTA.	675
TUCSON.	134	ATLANTA.	675	ATLANTA.	675
WINSTON.	134	ATLANTA.	675	ATLANTA.	675
ARKANSAS.	278	ATLANTA.	675	ATLANTA.	675
ARGENTA.	278	ATLANTA.	675	ATLANTA.	675
COTTER.	201	ATLANTA.	675	ATLANTA.	675
ELIDORADO.	738	ATLANTA.	675	ATLANTA.	675
EUREKA SPRINGS.	780	ATLANTA.	675	ATLANTA.	675
FORT SMITH.	446	ATLANTA.	675	ATLANTA.	675
LITTLE ROCK.	182	ATLANTA.	675	ATLANTA.	675
MENA.	569	ATLANTA.	675	ATLANTA.	675
MC GEEHEE.	565	ATLANTA.	675	ATLANTA.	675
N. LITTLE ROCK.	565	ATLANTA.	675	ATLANTA.	675
PINE BLUFF.	216	ATLANTA.	675	ATLANTA.	675
VAN BUREN.	524	ATLANTA.	675	ATLANTA.	675
CALIFORNIA.	789	ATLANTA.	675	ATLANTA.	675
BAKERSFIELD.	789	ATLANTA.	675	ATLANTA.	675
BLUE CANYON.	415	ATLANTA.	675	ATLANTA.	675
DUNSMUIR.	425	ATLANTA.	675	ATLANTA.	675
KERR.	425	ATLANTA.	675	ATLANTA.	675
LOS ANGELES.	660	ATLANTA.	675	ATLANTA.	675
LOS ANGELES.	660	ATLANTA.	675	ATLANTA.	675
NEEDLES.	388	ATLANTA.	675	ATLANTA.	675
SACRAMENTO.	110	ATLANTA.	675	ATLANTA.	675
SAN BERNARDINO.	188	ATLANTA.	675	ATLANTA.	675
SAN FRANCISCO.	161	ATLANTA.	675	ATLANTA.	675
SAN LUIS OBISPO.	664	ATLANTA.	675	ATLANTA.	675
SAN RAFAEL.	704	ATLANTA.	675	ATLANTA.	675
FRESNO.	553	ATLANTA.	675	ATLANTA.	675
WEST OAKLAND.	288	ATLANTA.	675	ATLANTA.	675
CANADA.	593	ATLANTA.	675	ATLANTA.	675
BRITISH COL.	329	ATLANTA.	675	ATLANTA.	675
CRANBROOK.	593	ATLANTA.	675	ATLANTA.	675
VANCOUVER.	329	ATLANTA.	675	ATLANTA.	675
NELSON.	578	ATLANTA.	675	ATLANTA.	675
REVELSTOCK.	561	ATLANTA.	675	ATLANTA.	675
MANITOBA.	667	ATLANTA.	675	ATLANTA.	675
BRANDON.	737	ATLANTA.	675	ATLANTA.	675
DAUPHIN.	76	ATLANTA.	675	ATLANTA.	675
WINNIPEG.	76	ATLANTA.	675	ATLANTA.	675
WINNIPEG.	683	ATLANTA.	675	ATLANTA.	675
ALBERTA.	750	ATLANTA.	675	ATLANTA.	675
LETHBRIDGE.	355	ATLANTA.	675	ATLANTA.	675
CALGARY.	322	ATLANTA.	675	ATLANTA.	675
MEDICINE HAT.	322	ATLANTA.	675	ATLANTA.	675
SASKATCHEWAN.	764	ATLANTA.	675	ATLANTA.	675
MELVILLE.	710	ATLANTA.	675	ATLANTA.	675
MOORE JAW.	715	ATLANTA.	675	ATLANTA.	675
N. BATTLEFORD.	715	ATLANTA.	675	ATLANTA.	675
SASKATOON.	715	ATLANTA.	675	ATLANTA.	675
NEW BRUNSWICK.	404	ATLANTA.	675	ATLANTA.	675
CAMPBELLTON.	138	ATLANTA.	675	ATLANTA.	675
MONCTON.	162	ATLANTA.	675	ATLANTA.	675
WOODSTOCK.	341	ATLANTA.	675	ATLANTA.	675
W. ED. ST. JOHN.	479	ATLANTA.	675	ATLANTA.	675
NOVA SCOTIA.	247	ATLANTA.	675	ATLANTA.	675
GLACE BAY, C. B.	247	ATLANTA.	675	ATLANTA.	675
HALIFAX.	247	ATLANTA.	675	ATLANTA.	675
STELLARTON.	546	ATLANTA.	675	ATLANTA.	675
SYDNEY, C. B.	193	ATLANTA.	675	ATLANTA.	675
TRURO.	149	ATLANTA.	675	ATLANTA.	675
ONTARIO.	486	ATLANTA.	675	ATLANTA.	675
ALLANDALE.	189	ATLANTA.	675	ATLANTA.	675
BELLEFEUR.	619	ATLANTA.	675	ATLANTA.	675
BRIDGEBURG.	619	ATLANTA.	675	ATLANTA.	675
BROOKVILLE.	119	ATLANTA.	675	ATLANTA.	675
CHAPLEAU.	319	ATLANTA.	675	ATLANTA.	675
PT. WILLIAM.	213	ATLANTA.	675	ATLANTA.	675
HAMILTON.	183	ATLANTA.	675	ATLANTA.	675
HARELOCK.	628	ATLANTA.	675	ATLANTA.	675
LONDON.	68	ATLANTA.	675	ATLANTA.	675
LONDON.	628	ATLANTA.	675	ATLANTA.	675
LINDSAY.	747	ATLANTA.	675	ATLANTA.	675
MIMICO.	747	ATLANTA.	675	ATLANTA.	675
NORTH BAY.	798	ATLANTA.	675	ATLANTA.	675
NORTH BAY.	723	ATLANTA.	675	ATLANTA.	675
OTTAWA.	708	ATLANTA.	675	ATLANTA.	675
OTTAWA.	708	ATLANTA.	675	ATLANTA.	675
PALMERSTON.	628	ATLANTA.	675	ATLANTA.	675
PARRY SOUND.	738	ATLANTA.	675	ATLANTA.	675
PORT ARTHUR.	691	ATLANTA.	675	ATLANTA.	675
RENOIRA.	535	ATLANTA.	675	ATLANTA.	675
RILEY RIVER.	749	ATLANTA.	675	ATLANTA.	675
SALT FALLS.	294	ATLANTA.	675	ATLANTA.	675
SARNIA.	240	ATLANTA.	675	ATLANTA.	675
STRATFORD.	188	ATLANTA.	675	ATLANTA.	675
ST. THOMAS.	132	ATLANTA.	675	ATLANTA.	675
ST. THOMAS.	529	ATLANTA.	675	ATLANTA.	675
SCHREIBER.	661	ATLANTA.	675	ATLANTA.	675
TORONTO.	70	ATLANTA.	675	ATLANTA.	675
EAST TORONTO.	520	ATLANTA.	675	ATLANTA.	675
TORONTO JUNCT.	296	ATLANTA.	675	ATLANTA.	675
WINSTON.	390	ATLANTA.	675	ATLANTA.	675
CHANDLER JCT.	558	ATLANTA.	675	ATLANTA.	675
FARNHAM.	128	ATLANTA.	675	ATLANTA.	675
MONTREAL.	89	ATLANTA.	675	ATLANTA.	675
MONTREAL.	258	ATLANTA.	675	ATLANTA.	675
MONTREAL.	689	ATLANTA.	675	ATLANTA.	675
QUEBEC.	389	ATLANTA.	675	ATLANTA.	675
QUEBEC.	142	ATLANTA.	675	ATLANTA.	675
RICHIEMOND.	142	ATLANTA.	675	ATLANTA.	675
RIEUVILLE DU LOUP.	142	ATLANTA.	675	ATLANTA.	675
SHAWINIGAN J'n.	91	ATLANTA.	675	ATLANTA.	675
PERU.	548	ATLANTA.	675	ATLANTA.	675
PRINCETON.	348	ATLANTA.	675	ATLANTA.	675
RICHMOND.	528	ATLANTA.	675	ATLANTA.	675
GUAYMAS.	39	ATLANTA.	675	ATLANTA.	675
GUADALAJARA.	774	ATLANTA.	675	ATLANTA.	675
MONTEVIDEO.	735	ATLANTA.	675	ATLANTA.	675
MONTEVIDEO.	461	ATLANTA.	675	ATLANTA.	675
ORIZABA.	289	ATLANTA.	675	ATLANTA.	675
PUEBLO.	676	ATLANTA.	675	ATLANTA.	675
SAN LUIS POTOSI.	626	ATLANTA.	675	ATLANTA.	675
TORREON.	679	ATLANTA.	675	ATLANTA.	675
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B. OF L. E. DIRECTORY.

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chester, Mass.
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J. C. CURRIE, S. G. A. E.,
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W. H. KENT, T. G. E., Detroit, Mich.
J. H. BAKER, Grand Guide,
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G. R. DORITY, Grand Chaplain,
 Charlestown, Mass.

INSURANCE DEPARTMENT.
W. E. FUTCH, Pres., Cleveland.
M. H. SHAY, Sec. & Treas.
SUBORDINATE DIVISIONS.

*A single letter is used to indicate
 office: C, for C. E.; F,
 F. A. E.; I, Ins.*

1—DETROIT, MICH., meet 1 & 3 Sunday,
 2 p.m., Elks' Temple, Monroe av.
Wm. H. Kent, 663 24th st.
A. B. Walling, 643 Dragon av.
James S. Martin, 327 23d st.
2—JACKSON, MICH., meet alternate
 Sundays, 2:30 p.m., H. of L. E. Hall,
 John Webb Bldg., So. Mechanic st.
A. D. Austin, 114 S. Elm av.
Fred M. Dwyer, 431 Ten Eyck st.
Wm. Apter, 909 N. East av.
3—TOLANWOOD, O., meet 1st and 3rd
 Tuesdays, 7:30 p.m., K. of P. Hall,
 Gunn Bldg., Colamer st.
H. I. Miller, 858 Lyman av.
J. Coppersmith, 6311 St. Clair st.
4—CORN CITY, TOLEDO, O., meet 1 & 3
 Sunday at 2 p.m., Crowe's Bldg.,
 Broadway and Segur.
J. F. Nicholson, 206 Sumner st.
J. H. Mack, 715 Miami, E. Toledo.
5—ORANGE GROVE, LOS ANGELES, CAL.,
 meet every Tuesday, 7:30 p.m., L. O.
 O. F. Hall, 2204 S. Main st.
U. M. Patten, 1814 S. Grand av.
C. F. Dille, 1625 Winfield st.
J. J. Norton, 1015 Hawley st.
6—MONTANA, BOONE, IA., meet 2d & 4th
 Monday, 2 p.m., R. L. E. Hall, 8th st.
Owen Dougherty, 227 Linn st.
C. Chas. A. Wheeler, 110 Tama st.
H. S. Barron, 1113 Carroll st.
7—LAFALETTE, IND., meet every Sun-
 day, 2:30 p.m., B. L. E. Hall, Fourth
 and Ferry.
Chas. F. Bone, 813 N. 6th st.
Fred Hodges, 1229 N. 14th st.
Jno. W. Gorman, 202 N. 15th st.
8—MEXICO, SLATER, MO., meet every
 Tuesday, 1:30 p.m., Masonic Hall.
L. D. Montgomery.
9—WASKA, MISS., meet 2d Sun, 2:30 p.
 m., & 4th Sun, 7:30 p.m., K. of P. Hall.
H. A. Read, box 312.
Geo. N. Wyman.
C. F. Densel, 325 W. King st., Winona,
 Minn.
10—CHICAGO, ILL., meet 2d & 4th Sun-
 day, 10:30 a.m., 5231-53 Cottage Grove
 av., Burnside Crossing.
J. J. Hanley, 9407 Burnside av.
R. W. Hall, 9424 Champlain av.
Benj. Busch, 9456 Cottage Grove av.
11—INDIANAPOLIS, IND., meet 1st, 3d &
 5th Sun, 2 p.m., Wallace Block, Mass.
 & New York st.
J. D. Sanford, 1747 West Morris st.
W. M. Blythe, 321 Massachusetts st.
Jabez Howland, 2806 Bowtell av.
12—PORT WYNE, IND., meet every 1 & 3
 Sun, 2 p.m., B. L. E. Hall, 1029 Calhoun
 Chester Bunnell, 235 W. Howard st.
C. F. Sipher, 704 3d st.
M. G. Flagle, 232 Third st.
13—NORTH LA CROSSE, WIS., meet 1st
 & 3rd Sunday 2 p.m., Phillips Hall,
 1201 Caledonia st.
Richard Hurley, 1208 Caledonia, La
Crosse, Wis.
J. S. McFerris, 1306 Avon st., La
Crosse, Wis.
O. L. Larson, 1641 Wood st., La Crosse,
 Wis.
14—TICA, N. Y., meet 1 & 3 Sun, 2 p.m.
 Royal Arcanum T'ple, Devereux st.
H. Mowers, 17 Sherman pl.
C. A. Pease, 102 State st.
G. G. McFagan, 122 Mary st.

15—BUFFALO, N. Y., meet every Monday
 evening, Rick's Hall, Clinton
 and Hickory st.
John Gannab, 340 N. Division st.
Theo. Williamson, 367 Pennsylvania
 st.
16—GALION, O., meet 1 & 3 Monday at
 7:30 p.m., Foresters' Hall, 284 So.
 Market st.
Edw. Kavanagh, 312 Payne av.
J. J. Daze, 411 S. Union st.
17—STANBERRY, MO., meet 2d and 4th
 Sun, 2 p.m., Lot 9, Block 12, Park st.
S. J. Freeman, Box 482.
C. H. Runyon, Box 232.
J. C. Millroy, Box 485.
18—ROCHESTER, N. Y., meet every Sat-
 urday evening, The Wehle Hall,
 Webster and Grand av.
C. J. Kinnle, 1098 Elmwood av., Buf-
falo, N. Y.
Fred Parrish, 150 Atlantic av.
W. B. Nicol, No. 3 Girton Place.
19—BLOOMINGTON, ILL., meet alter-
 nate Sun., 2:30 p.m., Jacobs Hall,
 N. Main st.
W. C. Nelson, 606 N. Oak st.
P. R. Christal, Box 62.
W. H. Peer, 204 E. Graham st.
20—LOGAN, LOGANSPOUT, IND., meet 2d
 & 4th Sunday, 2 p.m., K. of O.
 Hall, 4th & Market sts.
B. V. Pitman, 1322 High st.
A. W. Brinley, 803 17th st.
J. M. Garney, 1907 High st.
21—MEMPHIS, TENN., meet 2 & 4 Tues-
 day, room 5, 3d floor, Odd Fellows
 building Court & Main sts.
Jefferson Thornly, 476 Robeson av.
P. J. Fox, 643 Jackson av.
22—CAMDEN, N. J., meet 1st & 3d Sun-
 day, 1:30 p.m., Goff Bldg., Broadway
 below Federal st.
S. H. Turner, 759 Line st.
W. M. Riley, 811 No. 8th st.
J. R. Worts, South Amboy, N. J.
23—WM. RENSHAW, MEMPHIS, TENN.,
 meet every Mon. 9:30 a.m., Graves
 Hall, McLenore and Rayburn av.
Geo. L. Barnett, 1023 Patton av.
H. E. Bradford, 1050 Patton av.
Owen Peggins, 497 La Ciede av.
24—CENTRALIA, ILL., meet every Sun.,
 2 p.m., Hofheinz Block W. Broadway.
James Dardis, 212 N. Poplar st.
R. D. Beaver, 212 N. Hickory st.
E. E. Cooker, 600 S. Locust st.
25—TERRE HAUTE, IND., meet 2d & 4th
 Sunday at 2 p.m., Swope Block,
 7th and Ohio.
W. K. Larr, 225 Liberty av.
C. L. Wood, 714 N. 18th st.
G. L. Mills, 915 N. 8th st.
26—RICHMOND, VA., meet 1 & 3 Monday,
 a.m., Fraternity hall, 215 W. Broad
 st.
D. C. W. McLeod, 2305 E. Broad st.
W. M. Osg, 112 N. 20th st.
O. D. Seay, 112 N. 20th st.
27—KATIE, FREEPORT, ILL., meet 1st
 & 3d Sunday, 2 p.m., K. of P. Hall,
 Stephenson st.
R. M. Griffith, 641 Stephenson st.
W. G. Powell, 252 No. Galena av.
28—TUCSON, ARIZONA TER., meet Tues-
 days, 10 a.m., Masonic Hall, over P. O.
Frank Deitz, 14th st. & 4th av.
W. H. Skinner, 408 16th st.
H. F. Michaels, 627 So. 4th av.
29—GRAND CAYON, FULTON COLO., meet
 Mondays, 2 p.m., 117 So. Union av.
 over West Bros. Furniture Co.
L. E. Wade, 223 Lake av.
E. J. Reilly, 617 E. Evans av.
J. D. Ketter, 615 Quincy st.
30—PHILIPSBURG, N. J., meet 1st &
 3d Sunday, 1 p.m., over Phillipsburg
 National Bank.
Geo. Johnson, 238 Mercer st.
W. T. Ward, 21 Pleasant av.
G. M. Conch, 127 Washington st.
31—CLEVELAND, O., meet 1st Sun, 2:30
 p.m. and 3rd Sun, 8 p.m., Shil-
 hour's Hall, Ontario st.
C. F. Sipher, Kaimus, O. O.
Ben Fehr, 306 Soc. for Sav. Bldg.
A. R. Singletary, 7033 Linwood av.
32—AURORA, ILL., meet 1st & 3d Sun-
 day, 1 O. O. E. Hall, 45 Fox st.
J. F. Kagay, 125 Oakley ave. Chicago,
 Ill.
F. F. Eisinger, 8 S. av.
Wm. R. Ross, 229 Weston av.
33—BATTLE CREEK, MICH., meet 1 & 3
 Monday, 1:30 p.m. and 2 & 4 Sunday,
 10:30 a.m., Engineers' club rooms,
 Upton block, Madison st.
Robert Griffin, 522 Marshall st.
R. E. Allan, 401 Cliff st.
John Harrington, 59 Bennett st.

34—LITTLE MIAMI, COLUMBUS, O., meet
 1st & 3d Sun. afternoon, Miller Bldg.
T. E. Humphrey, 333 Franklin av.
John T. Booth, 847 Sullivan av.
F. John Cassell, 128 W. Union st.
35—J. C. SIBLEY, ROCHESTER, N. Y., meet
 2d & 4th Fri. eve., Hall 90 State st.
E. H. Brayton, Avon, N. Y.
O. P. Brown, 53 Post st.
Hugh Cooper, 104 Hobart st.
36—NEWARK, O., meet every Sunday, 2
 p.m., B. L. E. Hall, Shamp's Bldg, E.
 Main st.
Ed. F. Ryan, 54 Dewey av.
Chas. Hagerty, 39 Cedar st.
37—WATTOON, ILL., meet every Sunday
 2 p.m., K. of P. Hall, 163rd Broadway,
 W. S. White, 1412 Richmond av.
W. H. Morris, 1265 Prairie av.
A. M. Garner, Box 383.
38—CLIFTON FORGE, VA., meet 1st & 3
 Monday 2 p.m., Masonic Temple.
R. B. Paxton, 48 Church st.
D. H. Echols, 741 inest.
A. N. McMullan, 46 Church st.
39—SEYMOUR, IND., meet 2d & 4th Mon-
 day, 7:30 p.m., Masonic Temple.
W. A. Loyd, 621 Ewing st.
Harry Findley, 104 So. Poplar st.
40—PORTLAND, ME., meet 2d & 4th Sun-
 day, 1 p.m., at 80 Exchange st.
C. H. Dodge, 100 Ocean st.
Geo. W. Babb, 57 Congress st.
41—ELMIRA, N. Y., meet 1st & 3d Sun-
 day, 2 p.m., I. O. O. F. Hall, Water st.
Chas. C. Munsell, 513 Jefferson st.
B. M. Snyder, 323 Balam st.
42—CARONDELET, ST. LOUIS, MO., meet
 2 & 4 Wednesday, 8 p.m., cor. Wh &
 Lami sts.
G. E. Woodruff, 2514 California av.
S. E. Shellen, 7110 Michigan av.
A. C. Brennecke, 312 Hartford st.
43—GEN. CHAS. MILLER, MEADVILLE, PA.,
 meet every Tuesday, 2 p.m., in Odd
 Fellows Hall, center st.
W. E. Nichols, N. Park av.
J. F. Bruner, 383 Pine st.
44—WYOMING, RAWLINS, WYO., meet
 1st & 3d Thursdays in K. of P. Hall.
Cornelius Ryan.
Otto Humberger.
J. F. Little, Cedar st.
45—WEST PHILADELPHIA, PA., meet 2d
 & 4th Sunday, 1:30 p.m., Schnider's
 Hall, 4115 Lancaster av.
E. E. Smoker, 618 N. 63d st.
C. Joseph Kelley, 24 N. 55th st.
H. P. Kelley, 826 N. 35th st.
46—ALBANY, N. Y., meet every Wednes-
 day, 5 p.m., 18-20 S. Pearl st.
J. T. Greenhalgh, 1358 3rd av.
Rensselaer, N. Y.
J. W. Blewer, 1 Hunter av.
E. A. Montague, 67 Manning Blvd.
47—HORNELL, N. Y., meet Mondays,
 1:30 p.m., over 137 Main st.
T. C. Clark, 11 Hakes av.
Wm. Hood, 543 E. 8th st.
J. Chapman, 29 Union st.
48—ST. LOUIS, MO., meet 1st & 3d Mon-
 day, 8 p.m., 3400 Park av.
Albert Gunn, 7500 Virginia av.
J. L. Pate, 3026 St. Vincent av.
J. J. Smith, 2712 Eads av.
49—ST. CLAIR, E. ST. LOUIS, ILL., meet
 1 & 3 Thurs. 8 p.m., Jackish Bldg.,
 418 Missouri av., 3d floor.
R. H. Stevenson, 1028 Tremblay av.
C. A. Duncan, 658 Veronica av.
M. M. Stephens, 1016 Pennsylvania av.
50—CONSELLVILLE, PA., meet 1st Sat-
 urday, 7:30 p.m., 3d Sun, 2 p.m., I. O.
 O. F. Hall Pittsburg and Main
A. J. Whittle, Baltimore House.
J. H. Bittner, 417 S. Arch st.
51—PHILADELPHIA, PA., meet 1st & 3d
 Sunday 1:30 p.m., New Federal Hall,
 Federal st. near 15th st.
L. M. Genny, 127 Federal st.
John J. Geary, 1443 S. 5th st.
J. C. E. Horne, 814 14th av. Moore,
 Del. Co., Pa.
52—MONUMENTAL, BALTIMORE, MD.,
 meet 1st and 3d Sunday 1:30 p.m.,
 Jackson's Hall, Beddie st. & Green,
 Mount av.
John A. Brillinger, 653 E. Chestnut
 st., York, Pa.
Wm. H. Ragland, 1104 E. North av.
Geo. W. Fry, 340 Girard av.
53—JERSEY CITY, N. J., meet 2d & 4th
 Sunday 2 p.m., Fischer's Hall,
 Newark av. & Erie st.
Chas. Edg. 35 Garrison av.
J. H. Warren, 127 Erie st.
G. Garabrant, 59 Tracy av., Newark.

14-FORT JEFFERSON, N. Y., meet Tuesdays

7:30 p.m., Engineers' Hall, Ball st.
J. C. Gould, 106 Front st.
John H. Woods, 164 East Main st. F & I

65-AMERICAN DESERT, OGDEN, UTAH, meet 1st & 3d Monday, 2 p.m., K. of P. Hall, 24th st.

E. A. Peck, 2302 Adams ave.
A. B. Wardleigh, 3918 Madison av.
H. G. Doon, 1226 Washington av.

66-KEOKUK, CENTERVILLE, IA, meet 2d & 4th Sunday, in I. O. O. F. Hall, A. B. Summers, 821 So 16th st.

Eugene S. Gilbert, 307 E. Terry st.
Frank Blacklock, 822 So 16th st.

67-PROVIDENCE, R. I., meet 1st & 3d Sunday, 10 a. m., Swarts Hall, 96 Westminster st.

D. C. Horton, 207 Pleasant st.
Geo. E. Lapham, 94 Wilson st.

68-OTSEGO, ONEONTA, N. Y., meet 1st & 3d Sunday 2 p.m., Engineers' Hall, 116 Main st.

E. J. Alberts, 5 High st.
W. B. Auchincloss, 24 West st.
J. D. Primmer, 66 River st.

69-RENSSELAER, N. Y., meet 1st Sunday 2 p.m., 3d Wednesday, 7:30 p.m., B of L. F. Hall.

Chas. Stellar, 1211 Broadway.
Wm. Huzhes, 1431 81 st.
G. A. March, 838 Broadway.

70-ROCK ISLAND, ILL., meet 1st & 3d Sunday, 2 p.m., Reynolds' Hall, Elm st. and 6th av.

W. Arnold, 2920 7th av.
Wm. M. Johnston, 901 30th st.
James Carl, 925 23d st.

71-BOSTON, MASS., meet 2d Sunday 10 a.m., 4th Wednesday 1 p.m., 164 Canal Street.

E. L. Abbott, 84 Middlesex av., Reading, Mass.
G. R. Dority, 6 School, Charlestown.
W. A. Kempton, 14 box 13, S. Sudbury, Mass.

72-GALESBURG, ILL., meet 1st & 3d Sunday 2:30 p.m., Trade and Labor Assembly, Main st. and Binn av.

H. Ream, 802 E. Main st.
F. E. Brooks, 357 West Losey st.
C. O. Boyer, 343 W. First st.

73-SPRINGFIELD, MASS., meet 1st & 3d Sunday 12:30 p.m., B. & A. R. R. Bldg., Geo. B. Rust, Hebron st.

J. W. Mead, 416 Main st., W. Springfield, Mass.

74-WORCESTER, MASS., meet 1st & 3d Sun. 2 p.m., Castle Hall, 405 Main st.

G. W. Hubbard, 617 Grove st.
T. B. Wardwell, 115 Hammond st.
M. L. Hamilton, 941 Main st., Clinton, Mass.

75-CHILLICOTHE, O., meet 2 & 4 Sunday 1:30 p.m., Main and Mulberry st.

W. F. Williams, 181 Scioto av.
Geo. W. Walters, 678 E. Main st.
O. C. Carvins, 157 Bridge st.

76-CREAM CITY, MILWAUKEE, WIS., meet 1st & 3d Sun. 2:30 p.m., Franklin Hall, 238 Grand av.

Wm. B. Chamberlin, 311 9th st.
A. M. Lewis, 3216 Erie Hill av.
Ward Williams, 1424 st.

77-CORONATION, SALT STE, MARI, ONTARIO, meet 2d Sunday 2 p.m. and 4th Sun. 7 p.m., Union Hall, Collis Bldg., Queen st.

N. Fulcher, Box 38 West P. O.
A. C. Wagner, Box 27 West P. O. F & I

78-LONDON, ONT., meet 1st Sunday, 2 p.m., 3d Thurs, 7:30 p.m., Foresters' Hall, Dundas and English sts.

John Sheehy, 224 Hamilton rd.
H. E. Crouch, 821 Dundas st. F & I

79-NORTHERN TIER, GRAND FORKS, N. DAK., meet 1st & 3d Sunday 2:30 p.m.

Robt. Smith, 410 N. 4th st.
O. L. Yowell, 218 N. 9th st.
F. Skibiness, 112 N. 8th st.

80-TORONTO, ONT., meet 2d & 4th Sunday 2:30 p.m., Occident Hall.

Wm. Newcombe, 490 Markham st.
I. K. Bolyes, 46 Bellevue Pl.
Geo. Mills, 313 Sunnyside av.

81-FERN TRAIL, PHILADELPHIA, PA., meet 2d Saturday 7:30 p.m. & 4 Sun. 1:30 p.m., Girard Assembly Rooms, 9th st. and Girard av., entrance at 1239 Hutchinson st.

James McKenney, 3316 Grant st.
W. Hackman, 394 W. Susquehanna av.
R. H. Harrison, 1760 Frankford av.

82-SCIOTO VALLEY, COLUMBUS, O., meet 1st & 3d Sunday 2:30 p.m., 388 N. 20th st., Hildreth Bldg.

John McClure, Milo, O.
J. J. Colburn, 259 N. 21st st. F & I

83-MADISON, WIS., meet 1st & 3d Sunday 2 p.m., 111 Monroe av.

F. H. Lamphere, 1029 W. Dayton st.
R. F. Chamberlain, 410 W. Doty st.
Edw. Zied, 1018 W. Washington av.

84-HARRISBURG, PA., meet 1st & 3d Sun. 2 p.m., New Hall, 3d & Broad sts.

R. Huber, 1716 N. 6th st.
M. G. Stonor, 618 Calder st.
F. J. Keller, 1537 N. 6th st.

85-READING, PA., meet 1st Sunday 1 p.m. & 3d Sun. at 7:30 p.m., 729 Penn st.

J. Clinton Shugers, 914 Madison av.
John H. Bradford, 930 Green st.
John E. Amole, 1031 No. 5th st.

86-WASHINGTON, HAMTIOHA, meet 2d & 4th Sunday at 14 o'clock.

Railway Hall, Aliman Bldg., Main st.
W. H. Woods, 706 Sherbrooke st.
G. J. Daly, 617 McDermont av.

87-NEW HAVEN, CONN., meet 2d & 4th Sunday, 10:30 a. m., I. O. O. F. Hall, Crown st.

R. H. Osmond, 222 Main st., West Haven, Conn.
H. H. Withersell, 82 First st.

88-LOUISVILLE, KY., meet every Monday 12:30 p.m., I. O. O. F. Temple 6th and Walnut sts.

Wm. L. Hendry, 3505 Third ave.
M. J. O'Hearn, 1201 W. Oak st.
H. A. Front, 2844 Sherwood av.

89-GEORGETOWN, COLLEGE, meets 2d & 4th Thursdays eve., Hildreth Hall, cor. Hildreth ave. and 20th street.

Chas. Kuhl, 846 E. Spring st.
N. T. Boynton, 238 No. 22d st.

90-BALDWIN, ABBOTSFORD, WIS., meet 1st & 3d Monday at 2:30 p.m., & 2d & 4th Monday at 7:30 p.m., in E. O. T. G. Hall.

G. M. Phillips, 210 6th av. S. E., Minneapolis, Minn.
H. E. Spaulding, Lock Box 17.

91-KANSAS CITY, KAN., meet 1st & 3d Saturday, 7:30 p.m., Simpson Bldg., 724 Central av.

Robt. Murphy, 409 Washington av.
J. L. Simpson, 1322 Quadring Boule.

92-SIOUX CITY, IA., meet 1st & 3d Sunday, 10 a. m., I. O. O. F. Hall 4th and Jackson sts.

F. J. Anderson, 1625 Jackson st.
F. L. Cutting, 1239 Jennings st.

93-SPRINGFIELD, MO., meet every Monday 2 p.m., K. of P. Hall, E. Commercial st.

Walter Casey, Murray Bldg., Commercial st.
Geo. E. Dillard, 951 Benton av.

94-CHARLOTTE, GREENVILLE, S. C., meet every Sunday, 10 a.m., Carpenter Bros. Hall.

T. R. Chatham, 149 Forrest st.
C. L. C. Jones, 217 Mulberry st.

95-PALM BEACH, COLUMBIA, S. C., meet every Sunday 2:30 p.m., K. of P. Hall.

J. O. Grace, 1609 Bull st.
J. Thompson, 2012 Marion st.
J. E. McDaniel, 1510 Barnwell st.

96-ARTHUR, MOREHEAD, MO., meet every Monday, 9 a. m., Stamm's st.

Cor. Reed and Williams sts.
F. J. Robertson, 708 W. Coates st.
H. R. Norton, 634 W. End pl.

97-TROY, N. Y., meet 1st & 3d Sunday, 1:30 p.m., I. O. F. Hall, River.

F. D. Van Dersot, 488 9th st.
W. G. Graham, 3 Center Court, Green Island, N. Y.

98-W. Harper, 805 29th st., Water-Clinton, N. Y.

99-GEORGETOWN, A. PLATTE, MINN., meet every Wednesday 1:30 p.m., I. O. O. F. Hall.

Chas. E. Ell.
John T. Stuart, 510 W. A. st.

100-POINT ST. CHARLES, MONTREAL, QUE., meet 1st & 3d Sunday, 2 p.m., Poirer Hall, 2257 Notre Dame st. St. Henry.

Geo. A. Kell, 2 Fortune st.
W. M. Roberts, 66 Rozel st.

101-POITAVILLE, PA., meet 1st Sunday at 2:30 p.m., & 2d Sunday at 9 a. m., Knights of Columbus Hall, 18 N. Centre st.

J. F. Harley, 408 Huber st., Poitaville, Pa.
H. E. Wilson, 505 E. Norwegian st.

102-FAIRFAX, SHAWINGTON, JUNCT., P. Q., meet 1st and 3d Sunday.

L. G. Gault.
S. White, 1887 St. Catherine st., Hochelaga, Montreal, P. Q.

I. Holiverson, 379 Prefontaine st., Hochelaga, Montreal, P. Q.

92-FLORIDA, ILL., meet 2d Wednesday & 4th Sunday 7:30 p.m., Weiss Hall, 2306 S. S. Adams st.

John U. Noonan, 307 Martin st.
J. B. Otten, 239 Martin st.

93-JACKSON, TENN., meet every Wednesday 9:30 a.m., K. of P. Hall.

J. L. Harrington, 236 W. Main st.
Thomas Tate, 238 W. Chester st.
D. R. Staley, 243 W. Main st.

94-FARRIS, MARQUETTE, MICH., meet 1st & 3d Sunday, 2:30 p.m., Fraternity Hall.

Geo. D. McCormick, 412 W. Washington st.
L. K. Reese, 114 W. Prospect st.

95-CINCINNATI, MO., meet 1st & 3d Sunday 8 p.m., Hall C Odd Fellows Temple, 7th & Elm sts.

Harry Howden, Flat No. 4, 8th & Baymiller.
Wm. Zimmerman, Box 31 Glendale.

96-CHICAGO, ILL., meet 1st & 3d Sunday at 1:30 p.m., at Fraternity Hall, Fraternity bldg., 70 Adams st.

Wm. B. Ellis, 604 N. May st.
O. J. McKinley, 1012 Dearborn av.

97-SOUTH BALTIMORE, MD., meet every Sunday 1:30 p.m., Friendship Hall, 125 E. Montgomery st.

S. F. Wall, 215 W. Baltimore st.
S. F. La Barrer, 853 W. Lombard st.
J. H. Stephens, 608 W. Lee st.

98-LINCOLN, ME., meet 1st & 3d Sunday, 2 p.m., A. O. U. W. Hall, 1005 O. St.

Jos. S. McCoy, 1233 O. st.
H. Wiggins, Court House.

99-WATER VALLEY, MINN., meet 2d & 4th Monday, 9 a. m., K. of P. Hall.

J. L. Kirby.
E. F. Chrisp, Lock Box 428.

100-DANVILLE, ILL., meet 1st & 3d Sunday, 1:30 p.m., Eagles Hall, 109 & 111 North Vermilion st.

W. H. Dowker, sta. B.
Chas. Patterson, 1014 N. Collette St.

101-GREENHART, HINSON, W. VA., meet 1st Sun. & 3d Mon. at 2 p.m.

J. H. Romick.
W. W. Woods, Box 114.

102-AUSTIN, MINN., meet 1st & 3d Sunday 10:30 a.m., Germania Hall, E. Bridge st.

Wm. Anderson, 301 West Water st.
H. Mathews, 305 S. River st.

103-ROCKY MOUNTAIN, LARAMIE, WYO., meet every Sat. 2 p.m., G. A. R. Hall.

David Reid, 318 Fremont st.
P. Mathison, 602 6th st.

104-COLUMBIA, PA., meet 1st Sun. 1 p.m., 3 Sun. 12:30 p.m., cor. 4th & Locust

Thos. Quinn, 601 Walnut st.
John M. Wein, 723 Chestnut st.

105-GEORGETOWN, PA., meet 1st & 3d Sunday 10 a.m., Franklin Hall, cor. 1st and East sts.

F. L. Stumpf, 223 Clifton av., Sharpshooting, Pa.

M. S. Anderson, 308 Main st.
H. H. McKee, 180 Maple av., Blairsville, Pa.

106-BELLOWS FALLS, VT., meet 1st & 3d Sunday 4 p.m., G. A. R. Hall.

A. F. Wells, R. F. D. 2 Walpole, N. H.
C. B. Galleher, Box 707 Windsor, Vt.

107-ST. JOSEPH, MO., meet 2d & 4th Sunday 2 p.m., I. O. O. F. Hall, 7th & Charles st.

A. K. Pickle, 124 E. Missouri av.
A. G. Roberts, 517 No. 7th st.

108-ALLEGHENY CITY, PA., meet 1st & 3d Sunday 10 a.m., Franklin Hall, cor. 1st and East sts.

F. L. Stumpf, 223 Clifton av., Sharpshooting, Pa.

109-OKLAHOMA CITY, PHILADELPHIA, PA., meet 1st & 3d Sunday, Schneider's Hall, 4115 Lancaster av.

Frank L. Miller, 322 Brown st.
J. H. Vandegrift, 2345 E. Norris st.

110-PACIFIC, SACRAMENTO, CAL., meet every Friday, 7:30 p.m., Unity Hall, Foresters' Bldg., 1 st., between 7th & 8th.

Wiley Cole, 319 13th st.
E. S. Dewey, 1004 H st.

111-ELIPSE, BLUE ISLAND, ILL., meet 2d & 4th Mon. 8 p.m., Masonic Hall.

John P. Lacey, 7217 Harvard st.
W. M. Layda, 54 Burr Oak av.
W. T. Davis, 305 Walnut st.

112—DEERFIELD VALLEY, GREENFIELD, MASS., meet 2d & 4th Sun. 1:30 p.m., Foresters' Hall, Gazette & Courier Bldg. Bank row.
W. S. Hutchins, 21 Conway st. C
Edwin Warren, 26 Riddell st. F & I

113—DES MOINES, IA., meet 1st & 3d Sun. 2:30 p.m., I.O.O.F. Hall, Locust st. Geo. E. Fitcham, 1250 15th st. C
John O'Brien, 1218 22nd st. F
James McCabe, 1221 W. Walnut st. I

114—WATERLOO, IA., meet 2d & 4th Sundays, 2 p.m., B. of L. E. Hall, 1009 E. 4th st.
H. C. Harper, 208 Walnut st. C
Frank C. Wright, 129 Logan ave. F
H. E. Camp, 315 High st. I

115—CHEYENNE, WYO., meet 2d & 4th Tuesday, 2 p.m., A.O.U.W. Hall.
J. E. Carroll, 1922 Van Lennan st. C
O. E. Burke, 2012 Van Lennan st. F
F. W. Dudley, 210 E. 19th st. I

116—LAKE SUPERIOR, ESCANABA, MICH., meet 1st & 3d Sunday at 10 a.m., B. L. E. Hall.
Wm. Finnegan, 609 S. Georgia st. C
Milo Shields, 327 N. Mary st. F
Theo. Farrell, 411 Wells av. I

117—SABROKA, NASON CITY, IA., meet 2d & 4th Sunday, 2:30 p.m., C. O. E. Hall, 324 W. 9th st. C
J. A. Swanson, 419 E. 5th st. F
Peter Mottershead, 917 Cottage av. I

118—BROCKVILLE, ONT., meet 1st Sunday, 2:30 p.m., last Wednesday, 7:30 p.m., Merrill's Block, King st.
E. Mortimer, C
R. Wardrop, Box 666, F
J. B. Hisclop, I

119—DUBUQUE, IA., meet 1st & 3d Sunday 3 p.m., Union Hall, 1960 Couler av. A. Woodard, 1700 Jackson st. C
Fred. Cawrey, 1231 Rhomberg av. F
J. O. Baynes, 1611 Bluff st. I

120—LIMA, O., meet 1st & 3d Sun. & 2d & 4th Friday, 2 p.m., Red Men's Hall, cor. Main and Spring sts.
A. J. Gustason, 550 E. Elizabeth st. C
R. B. Hickok, 322 S. West st. F & I

121—BRIGHTWOOD AT INDIANAPOLIS, IND., meet in Clark's Hall, cor. 25 & Station st., 2d & 4th Sunday, 2 p.m.
J. H. Deer, 2002 E. Tenth st. C
Jas. H. Ackworth, 2513 Station st. F & I

122—GRATIOT, FORT HIRON, MICH., meet 2d & 4th Sat. 7:30 p.m., Marine Engineers' Hall, Water st.
H. J. O'Dell, 1616 Union st. C
F. F. Minard, 2222 Military st. F & I

123—IRON MOUNTAIN, DE SOTO, MO., meet 2d & 4th Tuesday 1:30 p.m., K. of P. Hall, 2d and Boyd sts.
W. O. Schmick, C
D. J. Roach, Box 18, F
A. Atkins, Box 293, I

124—HUTCHINSON, O., meet every Monday, 1:30 p.m.
Edward H. Carey, 436 Park av. C
Frank Korn, cor. Sandusky and Warren sts. F
J. McAlees, 508 Woods' lot st. E. Toledo, I

125—CLINTON, IA., meet 2d & 4th Monday, 2 p.m., Engineers Hall, 10th av. & 4th.
D. Stamm, 714 S. Fifth st. C
J. W. Bailey, 445 Tenth av. F
L. Sisco, 443 10th av. I

126—TEHACHAPI, KERN, CAL., meet every Monday 2:30 p.m., K. of P. Hall, Frank D. Mills, Box 304.
F. E. C. Shepardson, Box 304, F
E. C. Jordan, 466 Solano av., Los Angeles, Cal. I

127—OKAW, FLORIDA, ILL., meet 1st Sunday & 3d Monday 1:30 p.m., I.O.O.F. Hall.
Cass Weller, Box 273, C
R. C. Dykens, F
F. F. Malinsky, Box 51, I

128—RICHFORD, FARMHAM, P. O., meet 1st Sunday and 3d Monday 1:30 p.m., Masonic Hall.
J. Timmons, F & I
J. Lorimer, I

129—ROCK CITY, NASHVILLE, TENN., meet Tuesdays 9 a.m., I.O.O.F. Hall, Frank Winford, Linden av. Belmont Heights.
Wm. McKand, 1416 Belmont heights, F & I

130—KAW VALLEY, NEWPORT, KAN., meet 3rd & 5th of each month, 1:30 p.m., M. W. A. Hall, 601 Commercial st.
N. W. Smith, West 6th av. C
A. L. Burrell, 513 West 6th av. F
O. O. Jones, 869 W. 6th av. I

131—FRASER, SASHORN, IA., meet alternate Sundays 3 p.m., I.O.F. Hall.
J. M. Hanson, C
Geo. A. Irvine, F
J. F. Hughes, 322 S. Superior st., Mason City, Ia. I

132—ST. THOMAS, ONT., meet every Monday, 2:30 p.m., Odd Fellows' Hall, Mecha's Block.
Geo. Slomgett, 37 Forest av. C
E. L. Cowles, 32 Locust st. F
T. Duffey, Wellington st. I

133—HAMILTON, ONT., meet 2 & 4 Sun. 2:30 p.m., A.O.F. Hall, James st. N. James Oliver, 196 Locke st. N. C
A. O. Griffith, 81 Murray st. East. F
James McCulloch, 46 Tom st. I

134—ALBUQUERQUE, WINNLOW, ARIZ., meet every Tuesday, B.L.E. Hall.
O. Young, C
C. M. Byrd, C
Edward Clark, Box 69, F

135—HUDSON, JERSEY CITY, N. J., meet 2d Saturday, 8 p.m. and 4th Sunday 2 p.m., Deane's Hall, Grove st. and 6th st.
Thos. Outler, Walwick N. J. C
J. L. Vancorden, 231 12th st. F & I

136—SALT LAKE, EVANSTON, WYO., meet 2 & 4 Tuesday, 7:30 p.m., A.O.U.W. Hall.
J. M. Stevenson, C
C. F. Wilkinson, box 315, F
W. R. Gilpin, Center st. I

137—STARBUCK, NORTHEMAN, PA., meet alternate Thursdays, 7:30 p.m., K. of P. Hall.
Wm. McCannon, Box 171, C
Sheldon Pierce, Box 279, F & I

138—SNOWDRIFT, CAMPBELLTON, N. B., meet 1st & 3d Sunday, 13:30 o'clock, Engineers' Hall over Sharp's Rest.
J. Morton, C
John Glicker, Box 163, F
Frederick Henderson, I

139—LOXIE STAR, HOUSTON, TEX., meet every Monday, 1:30 p.m., Woodmen's Hall, cor. Washington & Silver sts.
H. Hoffman, 2117 Crockett. C
L. McAniff, 1817 Center st. F
W. J. Wilson, 1615 Washington st. I

140—GULF CITY, MOBILE, ALA., meet 2 & 4 Sun. 9:30 a.m., Y. M. B. A. Hall, S. E. cor. Dauphin & Jackson sts.
V. M. Blazier, 810 So. Claiborne st. C
E. A. Bolling, 157 Canal st. F & I

141—SNOOKY HILL, ELLIS, KAN., meet Wednesday, 7:30 p.m., I.O.O.F. Hall.
Geo. Fritz, Junction City, Kan. C
Thos. McMahon, L. Box 55, F
Thos. Chapman, Box 148, I

142—ST. FRANCIS, RICHMOND, P.Q., meet 2d & 4th Sunday, I.O.F. Hall.
J. J. Pepler, C
E. Hawker, Box 30, F
Geo. A. Pearson, Box 30, I

143—INDIANAPOLIS, IND., meet 1st & 3d Sun. 2 p.m., I. O. O. F. Hall, 2527 W. Washington st.
D. A. Byers, 11 Pasadena Flat. C
John Rogers, 1943 Central av. F & I

144—BRainerd, STAPLES, MINN., meet 1st & 3d Monday, 2 p.m., Sovereign's Hall, 4th st. between 1st and 2d av.
John J. O'Garra, C
G. H. Wilson, Box 143, F
R. Arundel, I

145—VANDERBILT, NEW YORK CITY, meet 1st & 4th Sun. 10 a.m., Loeffer's Hall, cor. 148th st. and Willis av.
Henry C. Case, 24 E. 163rd st. C
Geo. N. Patrie, 299 E. 161st st. F
Pat. Murphy, 317 E. 167th st. I

146—GEO. W. SEEVERS, OKALOOSA, IA., meet 1st Mon. 7:30 p.m., B.L.E. Hall.
F. L. Dasher, 608 No. A. st. C
I. H. Steddom, 621 No. C. st. F & I

147—SPOKANE, SPOKANE, WASH., meet 1st & 3d Sunday, Oliver Hall.
C. J. Diebrel, E. 1414 First av. C
C. F. Hobart, E. 311 Sinto av. F
W. T. Fields, E. 11 Sinto av. I

148—IRON CITY, WHEELS ROCKS, PA., meet 1st & 3d Sunday, 1 p.m., Central Union, E. Fraternal Hall, Chardlers av.
Wm. Curtis, 730 Washington av. Brad-dock, Pa. C
R. M. Clark, 316 Broadway, Box 84, F
W. H. Morgan, 726 Chartiers av. I

149—GRANITE ROCK, TRIRO, NOVA SCOTIA, meet 1st Sat. 3d Thurs. each month, Orange Hall, Inglis st.
Jas. W. Neir, C
Geo. H. Faetham, Box 22, F & I

150—ST. PAUL, MINN., meet 1st & 3d Sunday, 10:30 a.m., Central Block, Hall No. 4, cor. 7th & 6th sts.
H. H. Corbett, 1516 Minnehaha st. C
J. H. Ayotte, 839 Buffalo st. F
W. Maher, 137 Penn av. I

151—BURLINGTON, IA., meet 2d & 4th Sunday p.m., K. of C. Hall, 3rd and Jefferson sts.
Geo. R. Robbins, 906 South av. C
H. C. Sieben, 1101 S. 10th st. F
F. L. Williams, 806 So Central av. I

152—OSWEGO CITY, N. Y., meet 1st & 3d Sunday, 2 p.m., B.L.E. Hall, N.Y., O. E. W. Depot.
L. J. Boynton, 98 W. 7th st. C
L. J. Cronan, 35 W. 9th st. F
Victor Belisle, 60 E. 5th st. I

153—GARRETT, IND., meet every Sunday, 9:30 a.m.
C. W. Miller, Box 343, C
L. B. Hart, Box 28, F
W. H. Gillis, Box 56, I

154—JEFFERSON, HOWELL, IND., meets 43 Mon'y, 7:30 p.m., Thompson's Hall.
I. T. Carr, 215 Cumberland ave. C
Chas. J. Sotter, 23 Delmar av. F
T. E. Miller, 9 Glendale av. I

155—DECATUR, ILL., meet every Sunday at 2:30 p.m., in B. of L. E. Hall, Masonic Temple, North Water st.
John Rodems, 964 E. North st. C
E. B. Collins, 1444 East Prairie st. F & I

156—BIRMINGHAM, ALA., meet every Sunday, 2:00 p.m., B. of L. E. Hall, 1910 3rd ave.
J. D. Jesse, R.F.D. No. 6, Box 22, C
W. H. Haun, 1618 5th av., Bessemer, Ala. F
Martin Whitford, R. F. D. No. 6, Box 177, I

157—CENTRAL, JERSEY CITY, N. J., meet 1st Sun. 10 a.m., 3d Sat. 8 p.m., Masonic Hall, cor. Pacific av. & Maple st.
M. F. Ahern, 198 Hopkins av. C
E. F. Jones, 17 Monitor st. F
John T. Fox Jr., 1 Holtwood st. I

158—SPARKS, NEVADA, meet 1st & 3d Monday.
E. Shepley, C
J. A. Ross, F
J. H. Downey, I

159—CEDAR RAPIDS, IA., meet 1st & 3d Sun. 2:30 p.m., K. of P. Hall, 1st av. and 1st st.
Geo. T. Munn, 1645 2d av. E. C
Frank A. Davis, 1314 A. av. F
D. H. DeGard, 403 3d av. W. I

160—CAPITOL, WASHINGTON, D. C., meet 1st Wed., 7:30 p.m., 43d Sun. 2:30 p.m., Weller's Hall, cor. 5th & 1st S.E.
Chas. R. Bush, 724 8th st. S.W. C
Wm. C. Jasper, 514 E. st. N.W. F
Fred Hultman, 528 E. Preston st., Baltimore, Md. I

161—SAN FRANCISCO, CAL., meet every Thurs. 8 p.m., St. L. Polito Bldg., 3255 16th st.
John E. McCreagh, Pacific Grove, Monterey Co., California, C
H. A. Madden, 2495 Howard st. F
F. M. Armstrong, 369 Missouri st. I

162—MONCTON, NEW BRUNSWICK, meet 1st Sat. 12:30, 3d Sat. 12:30 I.O.F. Hall.
W. F. Hicks, 107 Cameron st. C
W. F. Smallwood, 154 Highfield st. F
S. W. Carson, 61 Cameron st. I

163—PASSYMPIC, NEWPORT, VT., meet 2d Mon. 7 p.m., 4th Mon. 7:30 p.m., B. L. E. Hall, Lanes Block, Main st.
B. P. Hinton, C
J. J. Stenson, F
E. W. Ruggles, Lyndonville, Vt. I

164—MASSAHOIT, ATTCHISON, KAN., meet 1st & 3d Monday 2:30 p.m., Masons' Hall, cor. 6th and Commercial sts.
Fred Shipley, 141 5th av. C
W. C. Bennington, 1429 Santa Fe st.
John Kennington, Box 228, Greenleaf, Kan. I

165—ORCOLA, LOUISVILLE, KY., meet 2d & 4th Thursday, 7:30 p.m., Shaffer's Hall, 25th st. bet. Portland av. & Montgomerie.
J. L. Griggs, 256 Bank st. C
M. J. Carroll, 652 N. 26th st. F
H. C. Daniel, 2908 Portland av. I

166—S.H. DOTTEREL, CARBONDALE, PA., meet 1st & 3d Sunday 2 p.m., Pioneer Dime Bank Bldg., North Main st.
A. Copeland, 8 Corps and 4th. C
A. M. Banks, 129 S. Terrace, F
A. W. Bayley, 140 Salem av. I

167—DEVEREUX, CLEVELAND, O., meet 2d Monday 7:30 p.m., & 4th Sunday, 8 a.m., Hanna Block, near cor. Woodland & Willson av.
B. C. Whelan, 11 Kinsman st. C
G. Duge, 652 Quincy av. F
J. H. Miner, 1157 Lake View Road. I

168—CAPITOL, OTTAWA, ONT., meet 1st & 3d Sundays 2 p.m., Booth's Hall, cor. Somerset & Arthur sts.
E. Towale, 161 Nepean st. C
J. P. Chisholm, 35 Lett st. F
J. Ryan, 60 Rochester av. I

169—STRAKES, N. Y., meet every Tuesday, 8 p.m., B. L. E. Hall, Ranson Bk. Oswego and Seymour sts.
M. E. McCarthy, 212 Merriman av. C
W. H. Williams, 314 Seymour st. F
Wm. Frazier, 116 Davis st. I

170—WELLSVILLE, O., meet 2d & 4th Sunday, 2 p.m., & 4th Thursday, 7:30 p.m., B.L.E. Hall.
 Thomas Ryan, 15th & Commerce sts. O
 Geo. D. McGarry, 1789 Clark av. F
 E. L. Armstrong, 1785 Clark av. I

171—HOBOKEN, N. J., meet 1st Sun. 1:30 p.m. & 3d Fri. 11 a.m., Reinking's Hall, 127 Hudson st.
 G. A. Slack, 1012 Park av. C
 C. A. Stevenson, 800 Washington st. F
 Jos. Nixon, 1 Hillary av., Morris- town, N. J. I

172—DORPAIN, SCHENECTADY, N. Y., After Oct. 21st, 1906, meets alternate Sundays, 2 p.m., St. Paul's Temple. Chris. Whamer, 120 Park Place. O
 Henry Hoppman, 16 Front st. O
 F. Dunning, 157 Barrett st. F

173—OIL CREEK, OIL CITY, PA., meet 1st & 3d Sundays, 2:30 p.m., over Oil City Nat'l Bank, c. Elm & Center sts. J. A. Kennedy, 201 W. Front st. C
 Wm. Agnew, 4 State st. F & I

174—HOPE, LINDSAY, ONT., meet 2d & 4th Sun. 2 p.m., Kent & Cambridge. Geo. Nursey, Box 206. C
 T. Wilkinson, Box 205. F
 J. McMahon, Box 204. I

175—OLENTANGY, COLLEBIS, O., meet 2 Tuesday & 4 Wedn's, 2 p.m., Lyndon Bldg. cor. High st. and 5th av. C
 John Hickey, 684½ N. High st. C
 T. E. Maloney, 219 E. Central av., Del- aware, O. I
 C. O. Norton, 127 N. Union st., Dela- ware, O. I

176—BARABOO, WIS., meet 1st & 3d Mon- day 7:30 p.m., B.L.E. Hall.
 Henry H. Tinkham, 321 4th st. C
 Thos. Williams, 318 First av. F
 L. E. Metcalf, 314 Ash st. I

177—DENISON, TEX., meet every Satur- day 2:30 p.m., O. R. C. Hall.
 T. Z. Williams, 431 W. Horton st. O
 W. H. McCune, 406 W. Sears st. F
 L. Metcalf, 410 W. Chestnut st. I

178—SEDALIA, MO., meet 2d Sunday, 2:30 p.m., 4th Friday, 8 p.m., R. of C. Hall, over Sedalia Trust Co. Bldg.
 C. W. Games, 1109 E. Broadway. C
 O. Rast, 418 E. 7th st. F
 Chas. Boyie, 1101 E. 10th st. I

179—PARSONS, KAN., meet 1 & 3 Weds., 7:30 p.m., & 2 & 4 Sunday, 2:30 p.m.
 B. of L. E. Hall, 1916 Main st. I
 W. S. McCaskill, 318 N. 23d st. C
 Curtis Parsons, 2501 Crawford av. F
 J. B. Hotchkiss, 1923 Clark av. I

180—MINNEHAHA, MINNEAPOLIS, MINN., meet 1st & 3d Sun., 2:30 p.m., A. O. U. W. Hall, 15th & 17th st. So. O
 E. C. Barton, 1224 Mary Place. C
 F. A. Rodger, 825 5th av. F
 W. H. Mase, 46 N. 12th st. I

181—ELDON, IA., meet 1st & 3d Sunday at 2 p.m., I. O. O. F. Hall.
 A. C. Weyandant, C
 C. M. Stanton, C
 E. H. Finney, Box 8. I

182—HENRY CLAY CALDWELL, LITTLE ROCK, ARK., meet every Thursday 3 p.m., B.L.E. Hall, Chester and West Markham st.
 John Q. Hays, 1008 W. 2nd st. C
 J. E. Mills, 192 North st. F
 Byron Schmelpfenig, 1430 W. 5th st. I

183—OMAHA, NEB., meet every Monday eve, A. O. U. W. Hall, 110-12 N. 14th st. John Glynn, 605 So 12th st., Council Bluffs, Ia. I
 Frank Smith, 1017 So 24th st. F
 Albert L. Johnson, 518½ S. 10th st. I

184—STUART, IA., meet 1st & 3d Sun., 3 p.m., in Engineers' Hall, Nausau st. John M. Johnston, Box 447. C
 Geo. A. Laird, Box 372. F
 Thomas Holmes, I. Box 21. I

185—GEO. J. NICHOLS, N. FOND DU LAC, WIS., meet 1st Thursday at 7:30 p.m., & 3d Sunday, 2:30 p.m., Railroad Hall. D. Mahoney, 190 E. 2nd st., Fond du Lac, Wis. I
 Thos. L. Gre, n. 11 Center st. F
 Jas. A. Watson, 930 Michigan av. I

186—DENVER, COLO., meet every Fri- day, 7:30 p.m., Masonic Temple.
 W. H. Brown, 1537 Fillmore st. C
 Geo. Morrell, 872 Kalamath st. F & I

187—FT. WORTH, TEX., meet Fridays, 7 p.m., B.L.E. Hall, S. Rusak st. J. L. Baker, Box 628. C
 C. L. M. Dean, 127 S. Jennings av. C
 D. Hartman, 1615 Ave. D, Brown- wood, Texas. I

188—AVON, STRATFORD, ONT., meet 1st & 3d Sunday, 2 p.m.
 Donald Ross, 220 Front st. C
 John Battler, 85 Perth st. F
 J. I. Moore, East st., Goderich, Ont. I

189—BELLEVILLE, ONT., meet 1st & 3d Sunday, 2:30 p.m.
 Thos. H. Marshall, Sta P. O. C
 H. La Voie, Station P. O. C
 J. W. Barlow, Station P. O., Box 64. I

190—HATINGTON, W. VA., meet 1st & 4th Monday, & 2d Friday, 1 p.m., in Abbott Hall, 210½ 4th av. & 9th st. W. A. Fretzel, 1025 sch. av. F & I
 A. F. Southworth, 1010 6th av. F & I

191—WICHUSETT, FITCHBURG, MASS., meet 2d & 4th Sun, 12 m., G.A.R. Hall, Frank W. Palmer, 90 Day st. C
 E. J. Mulaney, 130 Myrtle ave. F
 J. W. Abbott, Highland av. Est'n I

192—RIO GRANDE, EL PASO, TEX., every Sat. 2 p.m., R. of P. Hall, Buckler Bldg. G. W. Walker, Box 240. C
 G. M. Miller, 210 Mead av. C
 G. R. Lees, Box 240. I

193—CHESCENT, M'DONOVCHVILLE, I.A., meet 1st & 3d Monday at 7:30 p.m., 2d & 4th Monday at 9:30 a.m., Gould Fire Co. Hall.
 T. H. Higgins, C
 R. Engler, F
 W. J. Van Hiss, I

194—REVIVAL, PALESTINE, TEX., meet every Friday, 10 a.m., Labor Hall, Samuel Manley, 616 Lacy st. C
 R. F. Wright, F
 W. W. Converse, 100 Kenan st. I

195—YELLOWSTONE, FORTY, MONT., meet every Wednesday, 2 p.m.
 James Eckels, Lock Box 14. C
 O. B. Hopkins, F
 C. J. Johnson, Box 115. I

196—MAGNOLIA, M'CONN, MISS., meet every Monday, 2 p.m., Englin's Hall E. Fordish, C
 G. E. Evans, Box 227. F & I

197—STANLEY, SAN ANTONIO, TEX., meet Wednesdays, 9:30 a.m., Murray Hall, cor 10th & Austin st.
 W. F. Griffin, 1215 Avenue D. C
 N. G. Leap, 1229 N. Hackberry st. F & I

198—LOOKOUT, CHATTANOOGA, TENN., meet 2 & 4 Sunday, 2:30 p.m., I. O. C. Hall, Market & Montgomery. John Smith, 117 Mitchell Ave. I
 J. Pennebaker, 906 East Montgomery ave. F & I

199—MARSHALL, PASS, SALIDA, COLO., meet Mon. 2:30 p.m., R. of P. Hall.
 Jas. Crockett, C
 Geo. E. Baldwin, F & I

200—SAVANNA, ILL., meet 2d & 4th Mon- day, 2 p.m., B.L.E. Hall.
 F. Williams, C
 H. L. Stevens, P. O. Box 89. F
 H. L. Webber, 40 Chicago av. I

201—TYLER, TEX., meet every Wednes- day, 4 p.m., Woodmen's Hall.
 J. D. Ridgway, 114 E. Valentine st. C
 Sam B. Taylor, 825 Barden st. F
 Chas. Higby, 359 Borren st. I

202—FARGO, N. DAK., meet 1st & 3d Sunday, 2:30 p.m., I. O. F. Hall, Rob- erts st. & 2d av.
 J. C. Benedict, 212 10th st. N. F
 O. W. J. Ridley, 324 13th st. N. F & I

203—PERRY, IA., meet 1 & 3 Wed., 2 p.m., A. O. U. W. Hall.
 J. P. DeLand, 1708 3d st. C
 M. O'Laughlin, F
 H. H. Moore, Box 539. I

204—PEARSON, RIVIERE DU LOU, P. Q., meet 1st & 3d Sunday, 13:30 & 2d & 4th Friday, 19:30, English school house. Eugene Ouellet, C
 Joseph Scott, F & I

205—HARTFORD, CONN., meet 1st & 3d Sunday, 2:30 p.m., Cornstock Hall, E. Hartford, Conn.
 J. C. Sterner, E. Hartford, Conn. C
 E. E. Bill, 331 Capen st. F
 Wm G. Squires, 37 Park av., East Hart- ford, Conn. I

206—TEMPLE, TEX., meet every Wednes- day, 2:30 p.m., I. O. O. F. Hall.
 R. T. Fleming, 213 Central av. C
 J. J. Wagner, 304 S. 15th st. F
 C. A. Cahoon, 704 S. 7th st. I

207—ATLANTA, GA., meet every Sunday & Alexander st.
 John A. Ray, 76 No. Spencer st. C
 Dalton, Ga. C
 C. E. Adams, Box 25. F
 J. H. Welch, 411 Luckiest I

208—PUT-IN-BAY, SPRINGFIELD, OHIO, meet 2d & 4th Sunday, 2 p.m., Jr. O. A. M. Hall, 36½ E. Main st.
 Jas. A. Carney, 231 S. Greenmount av. C
 Oliver I. Tresp, 60 Linden av. F
 P. J. Mills, 73 E. 3d. I

209—SIPERA BLANC, CHAWA, N. MEX., meet Mondays, 7:30 p.m., K. P. Hall.
 W. J. Brown, 857 1st st. C
 D. M. Wright, F & I

210—SWINSON, MACON, GA., meet every Sunday, 2 p.m., I. O. O. F. Hall, Cherry st.
 D. M. Moore, 124 Plant st. C
 J. L. Fickling, 713 2d st. F & I

211—JUNCTION CITY, EAGLE GROVE, IA., meet 1st Sunday & 3d Monday, Ma- sonic Hall.
 Wm. J. Robinson, C
 Jno. McDonald, Jr., Box 683. F
 Geo. E. Howell, Kirkwood av. I

212—STAKED PLAINS, BIG SPRING, TEX., meet every Tues., 2 p.m., Kot F. Hall, C. A. Ruhoup. C
 S. E. Ord, F
 L. T. Deats, I

213—HURON, S. DAK., meet 1st & 3d Sun- day, 3 p.m., Masonic Hall, Dakota av. E. E. Vance, 629 Utah st. C
 John Mills, 651 Beach st. F
 J. F. Doherty, 1173 3d st. I

214—QUEEN CITY, CHANTREKAH, meet 1st & 3d Sunday at 1:30 p. m., I. O. O. F. Hall.
 D. G. Parker, 602 So Highland av. C
 Frank Juleson, 21 East 8th st. F
 Ed Wall, 833 So. Erwin st. I

215—PHOENIX, BOWLING GREEN, KY., meet every Tuesday, 9:30 a. m., Massey's Hall.
 Jos. Luber, 136 Main st. C
 J. M. Brightwell, 1247 Kentucky st. F
 R. R. Atkinson, 135 Woodford st. I

216—MONITOR, PINE BLUFF, ARK., meet every Tuesday, 7:30 p. m., Redmen's Hall, 4th and Pine st.
 D. L. Anderson, 624 Georgia st. C
 C. P. Bond, 618 E. 2nd av. F & I

217—CHAMPLAIN, WHITEHALL, N. Y., meet alternate Sundays at 12 noon, K. O. T. M. Hall.
 D. F. Morrill, North Creek, N. Y. C
 W. J. Rivers, F
 John Nichols, I. Box 847. I

218—FRIENDLY HAND, MONTPELIER, G., meet 2d & 4th Mon. 2 p.m., I. O. O. F. Hall.
 N. F. Gould, Box 600. C
 R. J. Lujan, F & I

219—GARFIELD, MARSHALL, TEX., meet alternate Thursdays, 1:30 p.m., K. of P. Hall.
 W. J. Jordan, 307 W. Houston av. C
 W. H. Green, 620 East Barleson st. F & I

220—ROODHOUSE, ILL., meet 1st & 3d Sunday, Odd Fellows Hall.
 W. P. Strunk, C
 J. W. Utt, F
 J. W. Casey, North st. I

221—HINTINGTON, IND., meet every Sunday, 2 p.m., Engineers' Hall, Jefferson st.
 Clinton Butler, 30 Henry st. C
 Wm. McCure, 80 S. Jefferson st. F & I

222—WARSCHAU, SALT LAKE CITY, UTAH meet 1st & 3d Thursday, 7:30 p. m., K. of C. Hall, 21 West 1st South st. Abel Preece 323 N. 4th West st. C
 O. Thos. J. Bult, 620 W. 3rd N. st. F & I

223—CENTRAL CITY, SELMA, ALA., meet every Tuesday evening, at 7:30 p.m., in R. R. Y. M. C. A.
 J. J. Thomas, 23 Florence st. C
 W. Green, 422 Lapsley st. F & I

224—AMERICAN, CITY OF MEX., meet every Monday, 1:30 p. m., 6a Ia Estrella, No. 107.
 J. F. Barbour, 6a Guerrero 47. C
 J. F. Edmonson, care of Mexican Na- tional Santiago Shops. F
 J. F. Roberts, 7a Moctezuma No. 179. I

225—PADUCAH, KY., meet every Mon- day, 9 a.m., Campbell Building.
 A. E. Mercer, 633 So. 13th st. C
 F. L. Duke, 214 N. 13th st., Paducah, Ky. F
 Tim Austin, 1012 Jefferson st. I

226—CARLIFY, FT. DODGE, IA., meet 1st & 3d Sundays.
 F. E. Owen, 948 So. 8th st. C
 R. F. Fox, Lock Box 125. F
 H. A. Deering, 121 3d and Haskell st. I

227—WATERTOWN, N. Y., meet 2d & 4th Sunday, 2:30 p.m., K. of P. Hall, Room 33 Tazgart Bldg.
 S. F. Sheppard, 121 So Orchard st. C
 F. W. Smith, 152 N. Meadow st. F & I

228—SHOSHONE, FOCATELLO, IDA., meet every Saturday, 2 p. m., in Masonic Temple.
 Rob't R. Hunter, 664 N. Main st. C
 L. D. Brown, Box 28. F & I

229—QUEEN OF MIDLAND, MASON CITY, IA., meet 2d Sunday, at 10 a.m., and 4 Tues. at 2 p.m., Woodmen's Hall.
 W. H. Tyson, 722 N. Madison. C
 W. J. Fagendhart, 411 W. 2nd st. F
 Jas. B. Giles, 422 West 10th st. I

230—STEFFENSON, MERIDIAN, MISS., meet 1st & 3d Sunday, 2:30 p.m., B. of L. E. Hall, 25th av. and 6th st.
H. W. Schlager, 4026 South st.
A. S. Finch, 625 51st av.
W. D. Culbreth, 319 40th av.

231—JACK CHRISTIE, CHICAGO, ILL., meet 1st & 3d Sunday, at 7:30 p.m.
H. & H. Hall, 151 East Randolph st.
Chas. M. Smith, 48 N. Albany av.
C. Thos. J. Finn, 5616 Lafayette av.

232—NATIONAL PARK LIVINGSTON, MONT., meet every Monday, 2 p.m.
A. C. Wilson, 106 N. Ct.
Geo. B. Pierce, 116 So. Ct.
William Dean, 123 East Chinook st.

233—WILLIAM GALLOWAY, HAGERSTOWN, MD., meet 2d & 4th Wednesday 7:30 p.m., 1st Rose Hall.
J. A. McTaggart, 21 High st.
W. N. Fleigh, 201 Elizabeth st.

234—DE SOTO, TOPEKA, KAN., meet 2d & 4th Sunday 2 p.m., K. of P. Hall, 6th and Quincy sts.
C. McGinnis, 816 Madison st.
John N. Kelly, 311 West 12th st.
Charles Jones, 517 Monroe st.

235—UNITY, UNION HILL, N. J., meet alternate Sunday, 8 p.m., Masonic Temple, cor. Falton st. & Bergenline Union Hill.
James Ross, Fisher av., New Durham, N. J.
Henry Grimm, 219 Second st., Weehawken P. O.

236—COLT HALL, PORTLAND, ORE., meet 2d & 4th Monday, 1:30 p.m., Davis Hall, Russell st.
A. George, 761 Rodney av., Sta. B.
A. E. Curtis, 173 Morris st., Sta. B.

237—FORT SCOTT, KAN., meet every Monday at 11:30 p.m., W. O. W. Hall, So. Main st.
W. D. Daniels, Fremont Hotel.
Geo. W. Wood, 225 S. Broadway.
J. T. Richardson, 256 S. Barber st.

238—TACOMA, WASH., meet every Sunday 10 a.m., in I. O. O. F. Hall, cor. 25th and East C sts.
R. W. Copeland, 206 East C st.
W. H. Morris, 1019 E. Harrison st.
L. Champlin, 912 E. 32nd st.

239—HOLSTON, KNOXVILLE, TENN., meet Mondays, 9 a.m., in French & Roberts Bldg., cor. Gay and Depot sts.
C. A. Trainor, 122 Stewart st.
C. J. D. Bishop, 600 Richard st.

240—POINT EDWARD, SARINIA, ONT., meet alternate Thurs. 8 p.m., C. O. F. Hall, Front st.
H. Spratt, 394 Russell st.
James Campbell, 140 Foy st.
J. B. Wilson, Box 488.

241—ALTOONA, WIS., meet 1st & 3d Sundays, 2:30 p.m.
Stephen Keating
A. D. Brower
J. O. Enockson, Box 241

242—J. H. COLLINS, ENNIS, TEX., meet 2d & 4th Mon. at 1 p.m., in K. of P. Hall.
James Walker, N. Sherman st.
R. F. Brumback, 1007 No. McKinney st.
C. J. Waddell, 208 E. Baker st.

243—KAMINSKI, FORT WILLIAM, ONT., meet Nautil Hall, Simpson st., 2d & 4th Tuesdays each month.
Wm. Blannerhassett, 119 Brodie st.
C. Hy Mills, 433 McKenzie st.
A. McArthur, 120 Duane st.

244—CORNING, N. Y., meet 1st & 3d Sunday, 3 p.m., Odd Fellows Hall, East Market st.
I. L. Switzer, 31 E. Erie av.
Wm. Brewer, 57 E. 3d st.
Jesse Newell, 65 E. 1st st.

245—CHARLESTON, ILL., meet 2d & 4th Sundays, 2 p.m., B. L. E. Hall.
C. E. Long, 361 S. 4th st.
John Darigan, 124 5th av.

246—EVANSVILLE, IND., meet 1st & 3d Friday, 7:30 p.m., over Evans Hall, 5th & Locust st.
Robt. Skinner, 604 William st.
Chas. Sansom, 1054 Cherry st.
M. Hoffman, 1501 East Franklins.

247—HALLIFAX, NOVA SCOTIA, meet 2d & 4th Sun., St. Marks Hall, Campbell Rd.
John Ross, 27 Russell st.
James Stockall, 47 Campbell Rd.

248—JOHN HILL, ELKHART, IND., meet every Sunday at 3 p.m., B. L. E. Hall, 614 S. Main st.
F. E. Smith, 1074 N. 5th st.
James H. Calkins, 129 Division st.

249—LEDYARD GREEN BAY, WIS., meet 1st & 3d Sunday, 2 p.m., K. P. Hall.
L. A. Strathern, S. Kaukauna, Wis.
L. S. Wandell, Box 29, S. Kaukauna, Wis.
J. J. Clark, 409 No. Maple av.

250—STURRY, PA., meet 2d & 4th Sunday, 1:30 p.m., Haas Bldg., Market St.
Ruben F. Krohn, 143 Walnut st.
C. C. Bowen, 333 S. 2nd st.

251—BATON, NEW MEX., meet 2d Tues., 2:30 & 4th Tues., 7:30 p.m., Mendelsohn Block, Cook av.
Frank Snell
S. T. Ruby, 424 So. 3d st.
Geo. A. Norman, 444 So. 4th st.

252—ARKANSAS VALLEY, NEWTON, KAN., meet 1st & 3d Mon. 1:30 p.m., K. P. Hall.
Geo. H. Arnold
C. Linden C. Woodbury, 309 West 7th st.

253—TUSCARAWAS, DENNISON, O., meet 1st Sun. & 2d & 4th Tues., 1:30 p.m.
K. of C. Hall, 4th and Center st.
Thos. C. Wright, 80 5th st.
E. M. Young, Box 945.
M. Cahaney, Box 31.

254—MYRTLE, SAVANNAH, GA., meet 2nd & 4th Sun., 2:30 p.m., K. of P. Hall, Barnard and York sts.
J. W. Urquhart, 113 Huntington, W. C. O.
Barnwell, 302 Bolton st. East.
A. H. Lodge, 302 E. Henry st.

255—ONOKA, MATCH CHINESE, PA., meet 2d & 4th Sunday, 2 p.m., Hess Hall, East Mauch Chunk, Pa.
John H. Warr, B. F. D., Sugarloaf, Luzerne Co., Pa.
T. Lindemuth, 5th st. E. Mauch Chunk

256—MT. ROYAL, MONTREAL, CAN., meet 1st & 4th Sun., 2 p.m., Lafontaine's Hall, 87 Aylwin, cor. St. Catherine St. East, Hochelaga.
W. Farley, 38 Marlborough st., Hochelaga, P. Q.
J. G. A. Brazeau, 154 Aylwin st., Hochelaga, P. Q.

257—EASTON, PA., meet 2d & 4th Sunday, 1:30 p.m., 9th & Washington sts.
E. R. West, 226 1st st., S. S.
Wm. McKee, 629 Valley av.

258—ASHFALL LA., O., meet 1st Mon. 7:30 p.m. & 3d Sun. 2 p.m., Hickok's Block, Main st.
W. N. Bannister, 199 Prospect st.
W. E. Boynton, 324 West st.

259—HERINGTON, KAN., meet 2d & 4th Sun., 9 a.m., Odd Fellows Hall.
J. F. Scott
A. Thorsen

260—MISSOULA, MONT., meet 2d & 4th Sunday, 2:30 p.m., Odd Fellows Hall.
L. J. Gallagher, Box 41.
C. J. C. Anderson, 735 A st.
A. Butzerline, 605 Alder st.

261—WILKESBARRE, PA., meet 2d & 4th Sunday, 2:30 p.m., G. A. R. Hall, So. Main street.
W. H. McDonnell, 145 Madison st.
Wm. J. Conway, 139 So. Grant st.
Chas. McCrossen, 50 S. Hancock.

262—WESA, SAN MARCIAL, N. M., meet every Tuesday, 7:30 p.m.
J. W. Lyons
J. K. DeHart
T. O. Mossman, Box 83.

263—PER DEE, FLORENCE, S. C., meet Sundays, 3 p.m., Masonic Hall.
C. G. Gentry, 30 W. Evans st.
J. L. Nesome, 85 E. Evans st.

264—GLADSTONE, MICH., meet 1st & 3d Sunday afternoon, Fraternity Hall, Delta ave.
Geo. N. Ward
Wm. C. Pratts

265—SWANANOA, ASHEVILLE, N. C., meet 2d & 4th Sun. 10 a.m., K. of P. Hall, So. Main st.
W. W. Pitts, 76 Park av.
R. G. Handley, 357 W. Haywood st.
H. H. Sullivan, 214 Patton av.

266—ELKHORN, NORFOLK, NER., meet every other Thursday, 2:30 p.m.
Geo. C. Parker, R. F. D. No. 4.
C. J. Hibben, 612 So. 3d st.
Patrick Crotty, 1104 Cleveland st.

269—LONG ISLAND, LONG ISLAND CITY, N. Y., meet 1st Wednesday, 11 a.m., & 3d Saturday, 8 p.m., Masonic Hall, 3d st. and Varian av.
Wm. Norrie, 74 6th St., White Stone, L. I.
Jas. Mason, 145 DuPont st., Brooklyn, N. Y.
Joseph Wohlafka, 80 Bay st. Jamaica, L. I.

270—SEEDS, KAN., meet every Monday, 7:30 p.m., Pierce's Hall.
C. F. Jewell
G. W. Fletcher
W. B. Dale

271—ALLINGHAM, COVINGTON, KY., meet 1st & 15th each month, 9:30 a.m., New Kentucky Post Bldg., 423 Madison av.
R. H. Chalkley, 1625 Holman ave.
F. W. Robertson, 1566 Holman av.
J. C. Green, 1907 Scott st.

272—FAIRVIEW, ASHLEY, PA., meet 1st & 3d Sun. 1 p.m., Doney's Hall, Main Frank Barklie, Hartford st.
Thos. Cole, 22 Timpon st.

273—CONAULT, O., meet 2nd & 4th Sun., 2:30 p.m., Odd Fellows Hall.
John J. Rosette, 414 State st.
W. J. Raynor, 517 Main st.
Geo. Henry, 610 State st.

274—SILVER BOW, S. RITTE, MONT., meet 1st & 3d Saturday, 7 p.m., Frost Hall, Thos. Malet, Silver Bow, Mont.
Chas. Fredrikson, 1114 Calverria

275—PENNAHUA, FLA., meet every Monday, 9:30 a.m., Odd Fellows Hall.
Theo. Muller, 1017 E. Gadsden st.
W. H. Miller, 308 E. Wright st.

276—SAN SLOAN, SCRANTON, PA., meet 2d & 4th Sunday, 2:30 p.m., Gurnsey's Hall, 314 & 316 Washington st.
Thos. P. Gaylor, 511 N. Lincoln av.
R. W. Cox, 302 Wyoming av.
C. P. Ashelman, 811 W. Elm st.

277—WILLABETTE, PORTLAND, ORE., meet 1st & 3d Tuesday, at 11 a.m., Aliaby Bldg., 3rd & Morrison.
E. J. Connelley, 3rd & N. N. C.
F. S. Crow, 208 E. 24th St.
Joe Kehoe, 180 E. 7th st. North.

278—SILVER CITY, ARGENTA, ARK., meet every Wednes. 8 p.m., Vogel's Hall.
E. H. Buck, 308 Main st.
A. Maday, 217 W. 3rd st.

279—PLEASANT VALLEY, DICKINSON, N. DAK., meet Sat., 7:30 p.m., B. L. E. Hall.
C. D. Litch
W. T. Nickels
M. Drury

280—BRADFORD, PA., meet 1st & 3d Mon., 7:30 p.m., Newell Hall, Main & Webster sts.
C. H. Alger, 409 William st.
M. W. Nelson, 38 Miller st.

281—VICKSBURG, MISS., meet 1st & 3d Sun., 7:30 p.m., over Vicksburg Bank.
J. F. Behr, 1009 Marshall st.
J. H. Garvey, 205 Bridge st.
Edw. Garvey, 214 Grammar st.

282—E. RICHARDSON, ALBION, PA., meet 2d & 4th Mon. afternoon 1 O. O. F. Hall.
E. A. Gordiner
Lambert O'Connors
H. R. McDowell

283—LELAND STARFORD, WT. OAKLAND, CAL., meet Wednesday, 7:30 p.m., Masonic Hall, Peralta st., between 7th & 8th sts.
E. H. Baker, 1487 11th av., East Oakland, Cal.
E. C. J. Ralton, 1117 Poplar st., Oakland, Cal.
J. H. Taylor, 944 Chestnut st., Oakland, Cal.

284—TYGART VALLEY, GRAFTON, W. VA., meet Tuesdays, 7:30 p.m., K. P. Hall.
W. S. Phillips, 514 Walnut st.
Geo. A. Deck, 344 W. Washington st.

285—HAMMOTH SPRINGS, THAYER, MO., meet every Mon., 2 p.m., I. O. F. Hall.
J. J. Baker, Box 245.
Jacob Myers, Box 266.
E. B. Holmes

286—GRAND RIVER VALLEY, GR. RAPIDS, MICH., meet 1st & 3d Sunday, 2 p.m.
B. L. E. Hall, Walsh Bk. S. Division.
O. O. Andrews, 259 7th av.
E. W. Richmond, 104 1st av.

287—JERRY C. BIRLEY, ALTOONA, PA., meet 1st, 3d & 4th Sunday, 2 p.m., Pythian Hall, Steble Bk. 11th av., between 11th and 12th sts.
J. W. Fluke, 1009 7th av.
A. F. Anzman, 1918 W. Chestnut av.
W. B. Stahl, 500 11th st.

288—GEN. WINSLOW, E. SYRACUSE, N. Y., meet 1st & 3d Monday, 7:30 p.m., Masonic Hall, Manlius st.
Arthur Vautyne
J. H. DeSalis, Box 440.

289—VINCENNES, WASHINGTON, IND., meet 1st & 3rd Sunday, 2:00 p.m., W. Walnut st., Fire Station.....
 Byron Robinson, 1305 W. Main st.....
 R. A. Robinson, 908 W. Main st.....
 F. L. Nimmich, 1305 W. McCormick av. I

290—SEADRI, W. SUTHERLAND, WIS., meet 1st & 3d Sunday, 2:30 p.m., Maryland Hall.....
 D. F. Lantry, 1111 Cummings av.....
 M. T. Osborn, 1305 Harrison st..... F & I

291—PETERSBURG, CREWE, VA., meet 2d Fri. & 4th Sun., 2:30 p.m., Masonic Hall.....
 T. J. Crannis, Box 41.....
 P. J. Collins.....
 J. M. Kidd.....

292—UNITED, MIDDLETON, N. Y., meet 1st Sun., 10:30 a.m. & 3d Sun., 2 p.m., Macabee Hall, 55-57 North st.....
 Chas. Tierney, 27 Broad st.....
 John Dunham, 333 North st.....
 M. J. Quinn, 16 Albert st.....

293—KEYSTONE, ALLEGHENY, PA., meet 2d Sunday, at 2:30 p.m. & 4th Monday 9:30 a.m., Penn av. and Bidwell st.....
 F. Johnston, 103 Laurel av., Ben Avon, Pa.....
 G. R. Fletcher, 1414 Charter st.....
 J. W. Keys, 610 11th st., Beaver Falls.....

294—FORT DEARBORN, CHICAGO, ILL., meet 2d Monday, 1 p.m., & 4 Sunday, at 8 p.m., W. Lake & Francisco av.....
 John J. Dwyer, 55 N. California av.....
 O. B. Wheat, 18 N. Western av.....
 V. O. Putnam, 302 S. Humphrey av., Oak Park, Ill.....

295—PARKDALE, TORONTO JUC., ONT., meet 1st Sun. & 3d Mon. at 1:30 p.m., St. James Hall, Dundas & Pacific av.....
 A. Scroton, 58 Mackenzie Crescent, Toronto, Can.....
 W. B. Carruthers, 29 Law st.....
 J. Neilson, 45 Pacific av., West, Toronto, Ont.....

296—LORAIN, O., meet 1st & 3d Sunday, 2 p.m., 2d & 4th Mon. 9 a.m., K. of P. Hall, Fenfield av., opp. Brass Works.....
 R. W. Bair, 214 Woodland av.....
 G. W. Nicholson, 232 Charles st. F & I

297—GREEN BAY, WIS., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Duchateau Block, Main st.....
 Geo. Shequin, 134 N. Oakland av.....
 C. R. H. Thompson, 233 So. Maple av.....
 P. H. Deguire, 800 Crook st.....

298—W. L. SCOTT, ERIE, PA., meet 2d & 4th Sun., 1:30 p.m., 1230 State st.....
 S. B. Northrup, 681 W. 11th st.....
 S. H. Fletcher, 238 E. 21st st.....
 F. L. Milner, 702 East 22nd st.....

299—D. H. NICHOLS, AMARILLO, TEX., meet every Sun. 8 p.m., Union Hall.....
 C. E. McClure, 12 Cedar st.....
 E. P. Cooley, 822 Garden.....
 Roswell, N.M.....
 F. Henry C. Lewis, 900 Lincoln st.....

300—LAKE MICHIGAN, MICHIGAN CITY, IND., meet 1st & 3d Sunday, 2 p.m., I. O. F. Hall.....
 P. J. Crowe, Washington st.....
 James Mulquern, 415 Michigan st.....
 F. W. E. Precious, 12 Cedar st.....

301—CENTRAL, ROADSIDE, VA., meet 3d Sun., 1:30 p.m., & Mon. 9:00 a.m. except Mon. following 2d Sun., Red Men's Hall, cor. Campbell av. & Henry st.....
 W. L. Benson, 1412 Patterson av. S. W.....
 R. L. Evans, 522 6th av. S. W..... F & I

302—LAKE, CHICAGO, ILL., meet 2d & 4th Saturday evenings, Scheil's Hall, Wentworth av. and 61st st.....
 Wm. H. Logan, 624 El zabeth st.....
 Geo. Bodley, 5534 5th av.....
 T. Lowe, 435 Princeton av.....

303—INGRAM, CHADRON, NEB., meet 2d & 4th Sunday, 2 p.m., Masonic Hall, Main st.....
 Henry Steen.....
 Fred Sharratt.....
 Wm. M. Cooley, 1 Box St.....

304—LESTER ADAMS, SAGINAW, MICH., meet 1st & 3 Sun., Lester Adams Hall.....
 Frank McGarry, 1106 Carroll st.....
 J. A. Requaft, 836 N. Washington av.....
 R. Robt. Reid, 613 N. Second st.....

305—W. J. H. L. HALLSTED, PA., meet 1st Saturday, 8 p.m., & 3d Sunday 1:30 p.m., Gimme Hall, Main st.....
 C. T. McCormack, Box 681.....
 Frank Tingley.....
 Byron Tanner.....

306—CRESTLINE, O., meet 1st & 3d Monday, 1:30 p.m., Firemen's Hall, Jenner's Bk.....
 Chas. Burgett.....
 C. H. E. Cotner, 312 Columbus st.....
 F. S. Brandt, Columbus st.....

307—GABRIEL, SAN ANTONIO, TEX., meet every Wed., 2:30 p.m., Galliger's Hall, 3612 W. Commerce st.....
 E. E. Hammond, 1720 W. Commerce st.....
 S. S. Crewe, 1719 W. Commerce st.....
 A. S. Jones, 1015 Lakewood av.....

308—NIPissing, N. BAY, ONT., meet 1st & 3d Mon. 7 p.m., Bof. L. E. Hall, Main st.....
 Wm. Hallandale.....
 W. W. Turner, Box 301.....
 J. Jas. T. Lindsay, Box 336.....

309—ORANGE BELT, JACKSONVILLE, FLA., meet 2d & 4th Sun. 10 a.m., Foresters Hall, 12 E Bay st.....
 R. M. Sparkman, 22 W. Third st.....
 J. F. Thompson, 455 Winter st..... F & I

310—THOMAS J. TRICE, DENVER, CO., meet 2d Sun., 2 p.m., & 3d Tues. 7:30 p.m., Odd Fellows Hall.....
 W. G. Gibson.....
 Wm. Ramsay.....
 Daniel Brown, Chestnut st.....

311—GARDNER R. COLBY, BINGHAMTON, N.Y., meet 2d Sun. 2:30 p.m. & 3d Sun. 7:30 p.m., I. O. O. F. Hall, 299 N. Shengango st.....
 A. D. Grant, 28 Doubleday st.....
 J. Watson, 11 Doubleday st..... F & I

312—OLD COLONY, BOSTON, MASS., meet 2d Sunday 10 a.m., & 4th Sun. 2 p.m., Putnam Hall, 1165 Tremont st.....
 J. K. Powell, 95 Williams av., Hyde Park, Mass.....
 C. P. Shufelt, S. Walpole, Mass.....
 Stephen Gotham, 424 Whipple st., Fall River, Mass.....

313—SEDGWICK, MONTEVIDEO, MINN., meet 1st & 3d Sunday, 2:30 p.m., A. O. U. W. Hall.....
 W. J. Hughes, L. Box 311.....
 R. K. Starr, Box 118.....
 Fred Trydeman.....

314—SEASIDE, ROCKY MOUNT, N.C., meet every Sun. 11 a.m., Masonic Temple.....
 W. H. Monston.....
 L. D. Bullock, 401 Hill st..... F & I

315—CLINTON, ILL., meet every Sunday, 2 p.m., in Engineer's Hall.....
 F. Gallagher.....
 Titus Hincheliff, 918 E. Main st.....
 Chas. L. Zanies, 105 E. Clay st.....

316—HAZLETON, PA., meet 2d & 4th Sun. 1 p.m., Union Hall, N. Wyoming st.....
 Ed. L. Lindemuth, 20 N. Cedar st.....
 Jas. Goynes, 633 N. Laurel st.....
 Oscar Kleckner, 639 N. Laurel st.....

317—ROBERT ANDREWS, ALEXANDRIA, VA., meet 1st & 3d Sunday, 2 p.m., Potomac Lodge, I. O. O. F., Columbus st., bet. Cameron and Queen sts.....
 Chas. M. Bruyn, 1621 Duke st.....
 H. S. Brown, 1013 King st..... F & I

318—FOREST CITY, CLEVELAND, O., meet 2d & 4th Sunday, 1:30 p.m., Merrill's Hall, 539 Pearl st.....
 A. W. Kunkel, 245 W. 98th st N. W. C. W. W. Kunkel, 1471 Wagar av., Lakewood, O.....
 A. Cummings, 3223 Lorain av.....

319—WASGOON, CHAPLEAU, ONT., meet every Monday, 2 p.m., over Public Library Hall, Beach st.....
 J. A. Rathwell.....
 James D. McAdam.....
 A. R. Lander.....

320—KAMLOOPS, VANCOUVER, B. C., 2nd Mon. and 4th Fri., at 20 o'clock, O'Brien's Hall, Homer st.....
 Robt. Mee, 618 Homer st.....
 O. A. E. Solloway, 1124 Burrard st..... F & I

321—MAX NATHAN, MANCHESTER, VA., meet 2d & 4th Monday, Toney's Hall, 11th & Hull st.....
 W. A. Viar, Keyville, Va.....
 T. N. Durbin, 1016 Fairmount av., Richmond, Va.....
 J. E. McAllister, West Point, Va.....

322—SANKATCHEWAN, MEDICINE HAT, ALBERTA, CAN., meet 1st & 3d Wed., Masonic Hall.....
 Wm. Johnston.....
 F. Ferguson, box 413.....
 H. C. Cooper, 308 Esplanade st.....

323—STAR, AUGUSTA, GA., meet 2d & 4th Sunday, 9 a.m., A. P. A. Hall, cor. Broad & McIntosh st.....
 R. L. Palmer, 408 Telfair st.....
 Geo. Florence, North Augusta S. C. F. H. T. Davidson, 1016 Ellis st.....

324—BEAR LAKE, MONTPELIER, IDAHO., meet 1st & 3d Sat. 7 p.m., B. L. E. Hall.....
 Renj. Fitzpatrick.....
 Wm. Roberts.....
 Frank Hutchins.....

325—ANDREW CARNEGIE, WILKINSBURG, PA., meet alternate Sundays, 2 p.m., Odd Fellows' Hall, 735 Penn av.....
 S. S. McIntyre, 3317 Edge st., Pittsburg, Pa.....
 J. C. McClelland, 721 Mt. Vernon st., Pittsburg, Pa..... F & I

326—GUACHITO, MONROE, LA., meet 1st & 3d Sun., 1:30 p.m., Eagles Hall, New Opera House.....
 R. Monk, 600 Grammont st.....
 P. S. Malhearn, 559 St. John st.....
 J. W. Doyle, 402 Layton av.....

327—BRIDGE AND TUNNEL, ST. LOUIS, MO., meet 1st & 3d Saturday, 7:30 p.m. and last Sunday at 8 a.m. at Oriental Hall, Jefferson av. & Adams.....
 A. H. Long, 3525 Dote Brilliant av.....
 H. A. Walter, 330 Examiners st..... F & I

328—DEPUY, H. FALLS, N.Y., meet 1st & 3d Wednesday, 8 p.m., 134 Swan st.....
 F. J. Brennan, 70 Richmond av.....
 Valentine Gallesdorfer, 968 Filmore av.....
 J. H. DeWolf, 214 N. Division st.....

329—FRIENDSHIP, YOUNGSTOWN, OHIO., meet 2d & 4th Fri. 2 p.m., Knights of St. John Hall, 221 W. Federal st.....
 W. J. Reese, 214 Holmes st.....
 J. E. Farrell, 280 Custer av..... F & I

330—GREEN MOUNTAIN, ST. ALBANS, VT., meet 2d & 4th Sunday, 2:30 p.m., B. of L. E. Hall, 132 Main st.....
 A. McCollum, North Elm st.....
 E. L. Richardson, 10 Edward st.....
 Geo. E. Taylor, 11 Upper Weldon st.....

331—SEABOARD, PORTSMOUTH, VI., meet 1st & 3d Sun. 2 p.m., in Knights of Columbus Hall, 302 & 304 High st.....
 M. G. Dicks, 516 Dinwiddie st.....
 O. W. M. Moore, 635 Dinwiddie st..... F & I

332—GABRIEL, MONTGOMERY, ALA., meet every Sunday, 2:30 p.m., I. O. O. F. Hall, Court Square.....
 O. J. Leach, 238 Martha st.....
 P. H. Murphy, 498 Bell st.....
 J. C. McLain, 626 Columbus st.....

333—W. T. REED, ST. PAUL, MINN., meet 2d Monday & 4th Sun. 2 p.m., State and Robie sts.....
 R. E. Kennedy, Mantorville Dodge Co., Minn.....
 B. Baesler, 122 W. Winifred st..... F & I

334—P. M. GARY, COLUMBIA, O., meet 2d & 4th Sunday, 1 p.m., Lyndon Bk High st. and 5th av.....
 J. D. Buchanan, 882 East 5th av.....
 W. P. King, 1459 N. 4th st..... F & I

335—TAHANTO, CONCORD, N.H., meet 1st & 3d Sun., 4 p.m., B. of L. E. Hall, 60 N. Main st.....
 C. H. Straw, 64 Warren st.....
 J. P. Callahan, 29 Perley st.....
 G. H. Morrey, 23 Broadway.....

336—T. P. DINAWAT, OSAWATOMIE, KAN., meet Sun., 7:30 p.m., I. O. O. F. Hall.....
 Geo. Puncheon, 846.....
 C. W. Cook, Box 846..... F & I

337—GARRITT ROGART, JUNCTION, N.J., meet 2d & 4th Sun., 2 p.m., Wells Hall.....
 F. S. Hughes.....
 C. F. Adams, box 624..... F & I

338—WACKINAW, BAY CITY, W. MICH., meet 2 & 4 Sun., 9:30 a.m., B. of L. E. Hall, Meade Block.....
 R. H. Ketchum, 510 N. Erie av., Sta. A. C. Thos. L. Carew, 609 N. Erie av., Sta. A.....
 Wm. E. O'Hare, 709 N. Wacker st., Sta. A.....

339—OAK CITY, HALEIGH, N.C., meet 1st & 3d Sun. 2:30 p.m., and 2 & 4 Saturday at 8:00 p.m., Odd Fellows' Hall.....
 W. A. Faison, 617 W. Jones st.....
 O. M. Reece, 407 E. Jones st.....
 D. M. J. Ing, 224 N. McDowell st.....

340—T. M. COVON, CHARLESTON, S. C., meet 2d & 4th Sunday, 3 p.m., Irish Volunteers' Hall, King st.....
 H. G. Senneker, 139 Spring st.....
 C. H. Burn, 29 Spring st..... F & I

341—MISSING LINK, WOODSTOCK, N.B., meet 1 and 3 Sunday, at 2 p.m., in Young's Hall, Main st.....
 Harrie E. Currie, Box 50.....
 A. G. McGibbon.....
 W. H. Saunders, Box 307.....

342—DIAMOND STATE, WILMINGTON, DEL., meet 2d & 4th Sunday, 1:30 p.m., Red Men's Hall, 516 Shipley.....
 R. W. Harrison, 618 Van Buren st.....
 F. D. Mount, 12 W. 28th st.....
 W. H. Rodmole, 111 West 5th st.....

343—HUNTINGBURG, PRINCETON, IND., meet 1st & 3d Sunday, 2 p.m., Union Hall, South Seminary st.....
 D. J. Shine, 905 So. Gibson st.....
 T. J. Mullen, 725 S. Gibson st.....
 Jas. Buchanan, 619 S. Gibson st.....

341—WELLINGTON, KAN., meet every Thursday, 1 p.m., B. of L.E. Hall.
H. E. Hansen, 502 S. 10th st.
O. S. H. Barker, 502 S. 10th st.
John G. Beard, 224 E. Lincoln av.
342—OLNEY, N. Y., meet 1st Sunday at 2 p.m. & 3d Sunday at 7:30 p.m., Eagles Hall, Union and State sts.
Wm. H. Rodgers, 20 N. 6th st.
J. C. Hamilton, 314 West State st.
J. H. Kane, 728 N. Union st.
343—HOLTON, KAN., meet 2d & 4th Saturday at 7:30 p.m., K. of P. Hall.
O. B. Killmer, L. Box 317.
M. R. Furman, Box 229.
Daniel Hill, L. Box 324.
344—OTTER CREEK, NEBR., meet 1st & 3d Sun, W. L. C. Hall, Merc't. Bldg.
J. P. Sullivan, 75 Cleveland av.
C. W. Dennis, 21 Pine st.
C. S. Wardwell, 38 Elm st.
345—NEW LONDON, CONN., meet 1st & 3d Sunday, 10:30 a.m., 95 State st.
P. A. Hatch, Westerly, R. I.
F. C. Bosworth, 158 Crystal av.
346—ZANTH, ST. PAUL, MINN., meet 1st & 3d Sunday, 2:30 p.m., L.O.O.F. Hall, Reaney and 7th sts.
C. J. Miller, 509 Beaumont st.
W. C. Heiler, 1566 Grand av.
347—WILLIAM L. FOX, FOXBORO, PA., meet 2d & 4th Sun, 8 p.m., L.O.O.F. Hall.
Wm. Rees.
J. E. McAvoy.
A. L. Butler.
348—FLICKER, SHEASOP, VA., meet 2d Sun, 1:30 p.m., 3d Sun, 8 a.m. & 4th Sun, 1:30 p.m., Enterprise Hall.
J. B. Shultz.
H. H. Dorranch, 105 High st., Hagers town, Md.
H. B. Long, 624 W. Franklin st.
349—UNITED LARK, BARTINBURG, W. VA., meet Mondays, 2 p.m., K.P. Hall over People's National Bank.
F. L. Brown, 518 N. Queen st.
J. A. Bowers, Queen & John sts.
350—GEO. W. CHILES, W. PHILADELPHIA, PA., meet every Thursday, 7:30 p.m., Landes Hall, N. W. Cor. 63d & Woodland ave.
P. J. Fitzgerald, 5643 Woodland av.
J. C. Fearon, 2132 South Alden st.
John I. Way, 411 S. Broome st., Wilmington.
351—KAYKAKA, ILL., meet 1st & 3d Monday, 2 p.m., Arcade Hall.
B. C. Ames, 350 Harrison av.
Bruce Walker, 350 Dearborn av.
G. K. Simmons, 350 Dearborn av.
352—ALBERTA, CALGARY, ALBERTA, CAN., meets 2d Saturday 14 o'clock & 4th Friday 12 o'clock, Nollan's Hall.
Wm. Niven, 217 1/2th ave. East.
W. J. Coleman, 421 1/2th ave. East.
Hector Fitzgerald, 512 1/2th ave. East.
353—Breckenridge, MINN., meet 2d Sunday, 7:30 p.m., & 4th Sunday, 2 p.m., in K. P. Hall.
F. A. Woodford.
Geo. Adkins, 1922 E. 19th st.
Ole Anderson, Box 718.
354—S. MINNEAPOLIS, MINN., meet 1st & 3d Sunday, 2 p.m., A.O.U.W. Hall, Bloomington and Franklin avs.
D. W. Davis, 226 Chicago av.
R. F. Humphrey, 5123 Cedar av.
Geo. W. Yore, 1922 E. 19th st.
355—GEM CITY, DAYTON, O., meet 2d & 4th Sun, 2 p.m., B. L. F. Hall, Jefferson st.
Wm. S. Phares, 2247 E. 3d st.
M. P. Hoban, 128 Torrence st.
P. D. Fairman, 2626 E. 3d st.
356—SCHIAFF, MEYER, MO., meet 2d & 4th Sat., K. P. Hall, Cherry Cedar sts.
W. J. Rooney, 404 N. Washington st.
F. R. Farley, 503 Vernon st.
J. J. Watkinson, 602 East Locust st.
357—WATSON, MASSILLON, O., meet every Monday, 7:30 p.m., 3d Floor Awitersone Bldg., W. Main st.
A. J. Siler, 89 Park st.
O. A. Bottorff, 550 Cincinnati st., Toledo.
W. C. Jones, 24 Albright st.
358—NEW ALBANY, IND., meet 2d & 4th Sun, 1st & 3d Mon., 2:30 p.m., N.W. Cor. Pearl & Market sts.
Chas. E. Suges, East 8th st.
J. F. Kurland, 125 E. Elm st.
359—GRAND ROYAL, LA GRANDE, ORE., meet 1st, 2d, 3d Tuesday & last Sun, 2 p.m., K. P. Hall.
F. E. Holm, Box 201.
Henry Henson, 125 T ave.
F. G. Schlicht, 162 N ave.
360—HUNTING ROCK, SOUTHERN, KAN., meet 1st & 3d Tue., 7:30 p.m., & 2d & 4th Tues., 2:30 p.m., K. of P. Hall, South Side.
Wm. O'Donnell.
G. A. Williams.
J. G. Dikeman.

361—WICHITA, KAN., meet every Mon., 7:30 p.m., S. of H. Hall, 234 N. Main st.
W. A. Thompson, 1596 N. Topeka av.
T. B. Haden, 516 Riverview st.
M. T. Stewart, 700 N. Waco av.
362—ADAIR, LOUISVILLE, KY., meet 2d Sun, 9:30 a.m., 4th Mon. 2 p.m., cor. 4th and 17th Sts.
Geo. L. Ihrig, 1708 Scott st., Covington, Ky.
J. F. Flanagan, 233 3d st.
J. F. McKenna, East Washington st.
363—SAN JACINTO, HOUSTON, TEX., meet Monday, 2 p.m., K. P. Hall, 6 Ward Chase, Thompson, 1119 Elvian st.
O. J. P. Emory, 518 McKee st.
A. Delhamme, 1717 Brooks st.
364—W. F. HALLSTAD, SYRACUSE, N.Y., meet 1st & 3d Sun, 10:30 a.m., Ralmon Bldg., cor. Seymour and Oswego sts.
W. Martin, 1118 W. Onondaga st.
O. H. J. Coykendall, 106 Merri man av.
Edw. Dodd, 223 South Salina st., East Onondaga, N. Y.
365—GATE CITY, ATLANTA, GA., meet every Sunday, 2 p.m., Kiser Law Building, Pryor and E Hunter st.
G. D. Kitchens, 499 Ho Pryor st.
O. W. L. Simmons, 234 W. 3d st.
R. E. Williams, 46 E. Georgia av.
366—ORIENTAL, ST. PAUL, MINN., meet 2d and 4th Sunday, 7:30 p.m., Masonic Hall, Payne av. & Wells st.
John Collins, 553 Burr st.
F. O. Howe, 469 Whitall st.
Wm. Neuge, 628 Bates av.
367—A. S. BROWN, PITTSBURGH, PA., meet 2d Sun, 2:30 p.m., & 4th Tuesday 7:30 p.m., Baker's Hall, Elizabeth st. and Second ave.
Jacob Hudson, 240 Winston st.
J. F. Willis, 507 Lafayette st.
368—MOUNTAIN, EAST LAS VEGAS, N. J., meet every Tuesday, 10 a.m., Jr. O. W. M. Hall.
J. H. Lowe, 906 Gallinas av.
Lee Wright, 910 Gallinas av.
L. P. Lyster, 918 W. Prince st.
369—NELLES, FOND DU LAC, WIS., meet 2d & 4th Sunday, 2:30 p.m., Forest Hill, 98 S. Main st.
R. H. Hoffman, 638 Wisconsin av.
J. F. Freeman, 82 W. Division st.
370—W. A. ROEHLING, TRENTON, N. J., meet 2d & 4th Sunday, Arcade Hall, 15 E. State st.
H. M. Ayres, 20 Wilkinson pl.
M. J. Shelly, 409 Monmouth st.
371—EASTERN SHORE, DELMAR, DEL., meet 1st & 3d Sun., 3 p.m., Elliott's Hall.
John H. Powell.
A. Brewington.
372—OLD DOMINION, SPENCER, N. C., meet every Monday, at 10:30 a.m.
D. A. Beaver, 808 S. Fulton st., Salisbury, N. C.
O. B. Reynolds, Box 28.
373—LEHIGH, LEHIGHTON, PA., meet 1st Mon. 1:30 p.m. and 3d Sun. 1:30 p.m., Kohler's Hall.
Harvey Hough, Box 195.
O. Benj. Bartolet, Box 181.
Amandus Rehrig, Box 716.
374—ST. LAWRENCE, OGDENSBURG, N.Y., meet 2d & 4th Sunday, 2:00 p.m., I. O. F. Hall.
P. J. Murray, 312 Ford st.
E. L. Marney, 107 Green st.
L. Williams, 18 Patterson st.
375—KETTLETON, SPRINGFIELD, MO., meet 1st & 3d Monday, 2 p.m., Odd Fellows Hall, Boonville st.
J. E. Dulin, 460 S. Grant st.
A. D. Woodruff, 1345 Texas st.
376—ASHLAND, WIS., meet 2d & 4th Sun. 2 p.m., Field Bldg. Vaughn and 2d.
R. C. Perkins, 1001 Ellis av.
C. John Meeker, 311 Front av.
A. Taylor, 1106 E. Ellis av.
377—SAYRE, PA., meet 2d & 4th Sun. 1:30 p.m., P. O. S. of A. Hall, Timber Block, Barney Weller, 38 So. Wilbur av.
Miles A. Ellis, 318 S. Wilbur av.
F. A. Ellis, 115 Hamilton Place.
378—RIDEAU, SMITH FALLS, ONT., meet 1st & 3d Tues. 1:30 p.m., B. of B. T. Hall.
A. G. Boyd.
John D. Hayes, Box 184.
Alphonse Tangany.
379—ELECTRIC CITY, RIFFAID, N. Y., meet 2d Tues 8 p.m., 4th Sun 2 pm F. Wagner's Hall, Eagle & Jefferson.
W. J. Miner, 584 Eagle st.
F. S. Fernandez, 246 Laurel st.

380—SEEDLES, CAL., meet every Wednesday, 2 p.m.
Thos. E. Gallagher.
W. Bispham, Box 265.
381—VAN WERT, O., meet 1st & 3d Sunday, Union Hall, Wash'g't'n & Water R. J. Wilson, 111 N. Shannon st.
A. W. Scott, 232 W. First st.
Wm. E. Marsh, 329 N. 2d st.
382—MIDLAND, COLORADO CITY, COLO., meet every Mon. 7:30 p.m., I. O. F. Hall.
O. R. Sell, 1405 Lincoln av., Colorado Springs, Colo.
T. J. Callahan, 210 S. 18th street, Colorado Springs, Colorado.
D. J. Swisher.
383—TOMRIDGE, BIRMINGHAM, ALA., meets 2d & 4th Sat. 8 p.m. and 3d Sun. 9 a.m., Vorley & Reauman's Hall, 1910 3d av.
Joe Houppert, 1916 N. 19th st.
T. P. Kelley, 1213 Huntsville av.
I. H. Badley, 1213 Huntsville av.
384—W. JERSEY, AUBURN, N. J., meet 1st & 3d Sunday, 10 a.m., God Bldg., 23 Broadway.
C. H. Erena, 202 N. Pearl st., Bridgeport, N. J.
Riley Van, 612 N. 2d st.
John & Cashman, 412 So. 2d st.
385—VALI, BRIDGE, FREE, F. Q., meet 1st & 3d Sunday, 133 St. Joseph st., St. Rochs.
Wm. LeBlanc, 185 Crown st.
A. Boandry, 165 LaLiberte st.
386—L. S. COOK, FREMONT, NEB., meet 2d & 4th Sunday 2 p.m., Central Block, cor. 6th & 14th sts.
W. S. Fischer, 420 Platte av.
W. L. French, Box 760, Missouri Valley, Ia.
J. C. Conner, 729 E. Military av.
387—CITY OF WINDSOR, WINDSOR, ONT., meet 2d & 4th Tues., L. O. F. Hall, Davis Bldg., Sandwich st.
Jas. McGarrah, 73 Asumption st.
I. Lansporey, 19 Louis av.
G. H. Richardson, 61 Aymer av.
388—SANTA FE, P. T. MADISON, IA., meet 1st & 3d Sun. 2:30 p.m., Peck st. and Santa Fe av.
D. W. Daley, 2101 Des Moines st.
G. C. Stoner, 2221 Webster st.
T. J. Hall, 2919 California st.
389—MILK RIVER, HAYMA, MONT., meet 1st & 3d Sun., 2 p.m., Chestnut Hall, Ed. W. Burke.
Jas. Lenahan.
J. H. W. Riond.
390—GRAND RIVER, KANSAS CITY, MO., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Sheffield Sta.
David Watson, 714 Bennington av.
J. W. Crockett, 505 Denver av.
H. W. McKinlay, 624 Fuller av.
391—E. H. PECK, CHICAGO, ILL., meets 2d & 4th Sunday, 10:30 a.m., Auburn Hall, 7th st. & Lowe av.
Jas. O'Connell, 7345 Union av.
O. Robert A. Shepherd, 622 W. 78th st.
H. C. Raugh, 7849 Normal av.
392—MISSISSAUGA, DULUTH, MINN., meet 2d & 4th Sunday, 1:30 p.m., Columbia Hall, 28th av. West & Superior sts.
Geo. H. Craig, 1812 W. 3d st.
H. H. Seabie, 3105 W. 3d st.
J. A. Collen, 913 Park Place.
393—LA PARL, ARGENTINE, KAN., meet 1st & 3d Sunday, 2 p.m., K. P. Hall.
Fred Osborn, 14 So. King st.
O. M. Riddell, 548 Union av.
394—W. H. BATES, BEATRICE, NEB., meet 2d & 4th Sunday, 2:30 p.m., K. P. Hall.
S. B. Ayers, 815 N. 5th st.
M. L. Van Arsdale, 1410 Grant st.
Noah Clark, 716 High st.
395—DEWEY, SAN BERNARDINO, CAL., meets 2d & 4th Tuesdays, 7:30 p.m., I. O. O. F. Hall.
J. E. McFarland, 150 H st.
F. W. Park, 408 F st.
W. R. McNeil, 216 Mt. Vernon av.
396—PIGTOWN, SEATTLE, WASH., meet 2d & 4th Sunday, 7:30 p.m., Foresters Hall, 1923 1/2 First av.
Edward M. Potts, 891 15th av.
Jas. J. Grant, 356 Main st.
397—W. T. CARLIS, ILL., meet every Sunday, 2 p.m., Engineers Hall, cor. 3d & Main.
H. W. Baldwin, 902 Cherry st.
Chas. F. Barrett, 713 Chestnut st.
398—JOS. H. SANDS, ROANOKE, VA., meet 1st & 3d Sun., at 2:30 p.m., I. O. O. F. Hall, Jefferson st.
H. S. Garman, 1001 W. Salem av.
W. H. Hitt, 550 1/2 av. S. W.
399—DECAPOD, ELLENBURG, WASH., meet 2nd and 4th Tuesday 2:30 p.m., K. P. Hall.
E. C. Miller, Box 504.
E. C. Schanno, Box 217.
Alfred Gan, 329 West 5th st.

- 403—G. R. SMITH, DUNMORE, PA., meet 1st & 3d Sunday, 2 p.m., B.L.F. Hall, E. & W. Depot.
A. C. Snyder, 6th and Dudley sts.
W. S. Grant, 514 Burke st. F & I
- 404—GEO. W. TILTON, CHICAGO, ILL., meet 2d Sunday, 9:30 a. m., 4 Thursday, 1 p. m., Hall, 2074 W. Lake st.
Frank Larabee, 1925 Carroll av.
Wm. J. Coleman, 4300 Park av.
S. D. Lerch, 4104 Washington Blvd. F & I
- 405—MILWAUKEE, WIS., meet 2d Sunday, 2 p.m., and 4th Sunday, 7:30 p.m.
Schubert Theatre Hall, Milwaukee st., betw. Wisconsin & Michigan sts.
Wm. Gibson, 455 Cass st.
R. C. Miller, 316 Mineral st. F & I
- 406—CONEMAUGH, PA., meet 1st & 3d Sun., 1:30 p.m., B. L. E. Hall, Main st.
D. W. Good, Box 103
John Hoy, 120 cor. 2d & Oak sts.
F. Thos. P. Cassidy, 32 Main st. F & I
- 407—A. L. TYLER, ANKSTON, ALA., meet 2d and 4th Sunday, 10 a. m., Blue Mountain Hall.
D. L. Harmon, 1834 Wilmer av.
G. W. Buckpitt, 1518 Noble st. F & I
- 408—KANAWHA, MIDDLEPORT, OHIO, meet 2d & 4th Sunday, 9 a. m., K. of P. Hall, cor. 2d & Rutland sts.
L. A. Scharf
C. Thos. A. Riley, Box 581
F. L. A. Fulcher
- 409—MC CLINTOCK, COLMBUS, GA., meet every Sat., 8 p.m., Royal Arcanum Hall, 1st ave. over Britt's store.
Kirby Post, 1318 17th st.
C. John Williams, 924 4th av. F & I
- 410—WM. HANNAH, EVANSVILLE, IND., meets 1st & 3d Sun., 2 p.m., B. of L. E. Hall, 3d & Pennsylvania sts.
Geo. Seiber, 1035 N. Michigan st.
J. T. McDonald, 1235 Chandler av.
F. W. F. Rogers, 1007 Fulton av. F & I
- 411—MAHONING PAINESVILLE, OHIO, meets 2d & 4th Sun., 2 p.m., Woodmen's Hall.
J. T. Wolff, W. Jackson st.
C. Chas. R. Spaulding, 301 Prospect st. F & I
- 412—LEAVENWORTH, KAN., meet 1st & 3d Saturday, 2 p.m.
Joe. P. Gary, 521 Dakota st.
C. W. W. Brownhill, 230 Delaware st. F & I
- 413—CYCLOPE, MELROSE, MINN., meet 2d & 4th Sun., 2:30 p.m., K. of P. Hall.
Harvey Row, Box 85
E. J. Stone. F & I
- 414—R. H. COLEMAN, LEBANON, PA., meet 2d & 4th Sunday, 1 p.m., K. P. Hall, 7th & Cumberland.
J. Wager, 332 Partridge av.
R. S. Maitberger, 630 Cumberland st.
F. Jacob Brandt, 349 N. 10th st. F & I
- 415—GRANITE BLUFF CANYON, CAL., meet every Tuesday, 2 p.m., Masonic Hall.
O. H. Kearns
C. B. Talbot. F & I
- 416—CHARTERS VALLEY, CARNEGIE, PA., meets 2d & 4th Wed., 8 p.m., Masonic Hall, Main and Broadway.
F. H. Knoch, 607 Dick st.
Geo. B. Knoch, 15 Hodgson av. Ingram.
F. Robert Ramsey, 433 Broadway. F & I
- 417—HARMONY, GEORGIA, ILL., meet 1st Saturday, 7:30 p.m., 4th Sunday, 2 p.m., Odd Fellows' Hall, So. Madison and Liberty sts.
James Ewing, 921 No. Glendale.
E. M. Orr, 211 4th av.
F. W. J. Osterhout, 723 Oakland av. F & I
- 418—SILLOWAY, WICHAMSVILLE, N.Y., meet 2d & 4th Sunday, 2 p.m., I. O. F. Hall.
D. J. Kehlan, 19 Saratoga av.
C. James Connor, 415 Spring st. F & I
- 419—KINGS COUNTY, BROOKLYN, N. Y., meet 2d Sunday, 10:30 a.m., & 4th Saturday, 8 p.m., Penn-Fulton Hall, cor. Penn av. & Fulton st.
Geo. J. Ring, 42 Wynona st.
C. M. C. Baldwin, 751 Hancock st.
F. E. F. Colbath, 60 Grand st., Union Course, L. I. F & I
- 420—M'QUEEN, TWO HARBORS, MINN., meet 2d & 4th Sunday, 2:30 p.m., Masonic Hall.
W. H. Hlake
C. Paul Thierthal
F. A. N. Hunter, Box 6. F & I
- 421—J. D. LIVING, EAST BUFFALO, N. Y., meet every Wed. eve. 8:00 Welden.
John W. Davis, 34 Banzard Pl.
W. F. O'Levine, 505 Warden av. F & I
- 422—GOODPLAY, KAN., meet every Wednesday, 2 p.m., Masonic Hall.
P. J. McBride, Box 152.
C. H. R. Adams
F. E. C. Wiley. F & I
- 423—TUSCUMNIA, ALA., meet 2d and 4th Sunday, 9 a. m., Masonic Hall.
W. W. White
S. J. Ferguson
E. O. Mars, 602 W. Holmes st., Huntsville, Ala. F & I
- 424—JERSEY SHORE, PA., meet every Monday, 7:30 p.m., Firemen's Hall, Miller blk. cor. Allegheny & Broad st.
B. R. Atherton, Box 286
C. A. E. Hinkley, Box 554
F. L. E. Scherer, Box 604. F & I
- 425—A. J. STEVENS, DUNSMUIR, CAL., meet every Wednesday 2 p.m., at Branstetter's Hall.
J. Micander
Wm. Nelson, Jr.
H. Wents. F & I
- 426—WILLIAM L. ALEXANDER, NEW ORLEANS, LA., meet 1 Monday, 1 p.m., 3d Monday, 8:30 p.m., I. O. O. F. Hall, Camp st.
J. H. Miller, 1630 Elysian Fields av.
C. R. Owens, 507 S. Pierce st.
F. John Galivan, 1429 Magazine st. F & I
- 427—W. H. REILLY, YOKAH, TEX., meet every Sunday, 9:30 a.m.
A. J. Fetterly
C. D. E. La Londe, Box 246. F & I
- 428—RIZPAH, ST. LOUIS, MO., meet 2 & 4 Tuesday, 1:30 p.m., Rock & Spring, Turner Hall, Bayle & Chouteau aves.
W. H. Van Horn, 4069 Castleman av.
C. W. Schank, 4820 Gibson av.
F. J. W. Morrill, Pacific Mo. F & I
- 429—GALETON, PA., meet 2d & 4th Sunday, 9:30 a.m., Masonic Hall.
W. E. Van Stemburg
C. Chas. E. Houth
Ira Strathman, First st. F & I
- 430—TRINIDAD, COLO., meet 2d & 4th Sun., 2 p.m., I. O. O. F. Hall, Main st.
Thos. O'Neil, 318 East Bacon st.
C. J. H. Pilkington, 521 E. 1st st.
F. K. Birchard, 311 Frost av. F & I
- 431—BLICK VALLEY, FAIRBURY, NEB., meet every Thursday, 2 p.m.
J. A. Cuykendall
C. B. Porter, 927 8th st.
F. Nat Downs, 912 6th st. F & I
- 432—LEXAPALIA, AYONDATE, ALA., meet every Sunday, 8:30 a.m., Moore's Hall.
Geo. F. Garrett, 4302 2d ave South.
C. S. May, Box 26. F & I
- 433—A. GUSTIN, HOISINGTON, KAN., meet 1st & 3d Tuesday, 8:00 p.m., Masonic Hall.
H. J. Folsom
E. H. Heath, Box 313.
F. R. B. Dolan. F & I
- 434—G. M. HALLSTAD, ELWINA, N. Y., meet 1st & 3d Sunday, 2 p.m.
W. H. Schroeder, 1355 Lake st.
C. Thomas Feer ay, 330 Irvine Place.
F. Frank L. King, Alice Francis Hotel. F & I
- 435—FLORAL, HAMLET, N. C., meet 2d & 4th Sunday, 2 p.m.
J. W. Windsor
C. R. Gordon, box 287. F & I
- 436—ALABAMA GREAT SOUTHERN, BIRMINGHAM, ALA., meet every Thursday, 2 p.m., Magnolia Lodge, I. O. F. Hall, 3rd ave.
S. C. Parker, 2230 Fifth av.
W. E. Jones, 2104 ave. H.
F. H. O'Brien, 2704 Av G. F & I
- 437—T. WOLFKEILL, CUBBERLAND, MD., meet every Tues., 1:30 p.m., I. O. O. F. Hall.
D. F. Fisher, 28 Columbia st.
C. A. Reed, 162 Virginia av.
F. E. R. Creel, Grand av. F & I
- 438—J. N. GALBRAITH, LAKEHO, TEXAS, meet every Sun., 2 p.m., K. P. Hall.
J. J. Dowling, 102 Washington st.
J. W. Correll, 2011 Matamoros st.
F. Phil Scott, 1604 W. Victoria st. F & I
- 439—RAY STATE, ALLSTON, MASS., meet 2d Sun., 2 p.m., 4th Sun., 10:30 a.m., Odd Fellows' Hall.
H. B. Lovell, 414 Kingston Terrace
C. A. Snow, 10 Wadsworth st.
J. E. Dillingham, 6 State st., Milford, Mass. F & I
- 440—PLEASANT RIVER, BROWNVILLE, MISS., meet 1st Mon. & 3 Tuesday, 1:30 p.m.
E. F. Ames, Box 258
C. H. Small, Box 66
F. John T. Bailey. F & I
- 441—JAS. W. ROOS, SYRACUSE, N. Y., meet every Monday, 2 p.m., Batastie Bldg. Genesee st.
Chas. Sammons, 533 Burnett av.
C. John Scanlon, 720 E. Jefferson st.
F. E. Bosley, 211 University av. F & I
- 442—ART, FORNEY, MO., meet every Thursday, 7:30 p.m., K. of P. Hall.
J. Henderson, 315 Oak av., Jonesboro, Ark.
W. E. Smith, 718 Main st., Jonesboro, Ark. F & I
- 443—COURT ALBENS, STARK, N. W. SHINGTON, meet 1st & 3rd Sat., 2:30 p.m.
G. O. Barnhart, 2506 E. 3rd av., Spokane, Wash.
C. J. H. Roddy
J. J. Lawlor, East 311 Sharp avenue, Spokane, Wash. F & I
- 444—E. L. RUSSELL, WUPHVSBOHO, ILL., meet 2d & 4th Mon., 1:30 p.m., K. of C. Hall.
F. P. Griffith, 120 So. 17th st.
C. E. Ward, 310 So. 16th st. F & I
- 445—JOHN W. NELSON, FT. SMITH, ARK., meet every Monday, at 1:30 p.m., in K. of P. Hall, 715 Garrison av.
W. S. Clark, 1007 N. 5th st.
C. J. L. Haley, 1424 N. 5th st.
F. M. Gates, Midland Heights. F & I
- 446—RIO PIERCE, ALBUQUERQUE, N. M., meet Thursdays, 2 p.m., K. P. Hall.
H. J. Rehder, 611 So. Broadway.
C. Fred W. Lee, 711 So. Arno st.
F. John Rueb, 713 So. Arno st. F & I
- 447—RELEVIE, CO., meet 1st and 3d Sunday, 2 p.m., B. L. E. Hall.
G. A. Mullen, 133 Harkness st.
C. James W. Jones, 504 E. Main st.
F. J. Cook. F & I
- 448—N. H. SMITH, BLUEFIELD, W. VA., meets every Sunday, 2 p.m., E. L. Bailey Bldg., Bluefield.
C. F. M. Bennett, 507 Highland av.
C. W. Simpson, 422 Bluefield av.
F. T. F. Wenver, 17 Higginson av. F & I
- 449—MARSHALL, AMERICA'S, GA., meets every Sunday, 2 p.m., Masonic Hall.
C. A. A. Rittenberry, 215 E.annon av.
F. E. W. Seig, Barlow st. F & I
- 450—HY TACON, TUSCALOOSA, ALA., meets 1 & 3 Sun., 9:30 a.m., Elks' Hall.
J. E. Collins, 2526 6th st.
R. B. McPherson, 3503 7th st.
F. D. H. Bettie, 122 Church st., Montgomery Ala. F & I
- 451—SILVER STAR, DENVER, COLO., meets every Mon., 7:30 p.m., Bernard Bldg., 8th av. & Inca st.
R. F. Goodman, 846 Lipan st.
C. Wm. J. Jeness, 1057 Klakamath st.
F. Geo. H. Scott, 1042 Clarkson st. F & I
- 452—H. W. OLIVER, BENNETT, PA., meets 1st & 3d Sunday, 1 p.m., American Mechanics' Hall.
Wm. M. White, 121 Ohio st., Millvale sta., Allegheny Pa.
C. M. Butler, 409 So. Arch st., Connelville, Pa.
F. T. G. Henry, 112 Ohio st., Millvale Station, Allegheny, Pa. F & I
- 453—POTOSI, SAN LUIS POTOSI, MEXICO, meets every Monday at 2 p.m., Engineers' Hall, 4th Artilleria No. 12.
J. D. Murray, 4 a. Cabrera No. 1.
O. J. D. Kennedy, 2 a. Calle de Cabrera, No. 8. F & I
- 454—J. M. GIFFEY, W. NEWWOOD, PA., meets 2d & 4th Sun., 2 p.m., Love Bldg.
F. W. Hart
C. W. H. Crook, Box 5. F & I
- 455—BLUE GRASS, LEXINGTON, KY., meets 2d & 4th Sunday, 8:30 a.m., Masonic Hall, Short st.
W. E. Willis, 515 E. High st.
C. L. H. Lewis, 305 E. High st.
F. C. P. Graham, Aylesford Pl. F & I
- 456—SORDOLK, VA., meets 2d & 4th Sunday, 2 p.m., Pythian Hall—Brambleton.
W. H. Wasson, 212 Clay av.
F. E. Henley, 122 Windsor. F & I
- 457—CENTENAL CITY, ELKINE JUNCTION, OH., meets 2d & 4th Sunday, 2 p.m., "Anthony Wayne" Hall, Broadway.
Geo. Dougherty, 1260 Broadway, Toledo, O.
C. C. Gamewster, 1312 Woodland av. Toledo, O.
C. E. Moulton, 2269 Lawrence av. Toledo, O. F & I
- 458—JOHN FLAYER, CHICAGO, ILL., meets 2 Sat., 7:30 p.m., & 4 Sun., 2 p.m., Masonic Hall, 3811 Archer av.
Peter Simons, 2335 35th st.
C. J. A. Shearer, 3325 Armour st. F & I
- 459—DELOSS EVERETT, HARRISBURG, PA., meets 1 & 3 Sunday, 1:30 p.m., Maunks Hall, 6th & Keiker sts.
Miles Covie, 528 Peffer st.
C. Wm. K. Drake, 2110 N. 6th st. F & I
- 460—W. J. HENPHILL, SPRINGFIELD, ILL., meets 1st & 3d Sunday, 2 p.m., Odd Fellows' Building, 5th Floor.
S. A. Stricklett, 1014 N. 8th st.
C. F. M. Shield, 1055 North 6th st.
F. O. D. Day, 1326 E. N. Grand av. F & I

- 461-S. B. TINKER, WABASH, IND., meets every other Fri. 7:30 p.m., Red Men's Hall, Market & Wabash sts.
D. E. Garretson, Elm st.
J. G. Sagesetter, 105 N. East st.
Wallace McRoberts, 110 E. Maple st. I
- 462-BORDER CITY, ARKANSAS CITY, KAN., meets 1st & 3d Monday, at 2 p.m., F. A. A. Hall.
Jno. Blenhard, 404 So. C. st.
C. W. O. Penfield, 102 So. 3rd st.
J. E. Drennan, 402 So. C. st. I
- 463-P. LEEDS, CORBIN, KY., meets every Monday, 1 p.m.
Sam Morris.
L. R. Shugart.
L. P. La Rue. I
- 464-D. M. WATT, PITTSBURG, PA., meets 1 Sunday in Monongahela, at 2:30 p.m.; 3d Sunday in Ormsby, Webster Hall, 10 a. m.; 4th Sunday in Brownsville at 1:30 p. m.
C. C. Stango, 13 East Main st., Monongahela City, Pa.
C. John W. Moyer, 2711 S. Janes st.
M. E. Hawkins, 626 Herron av. I
- 465-RENOVA, RENOVA, PA., meets 2d & 4th Sunday.
Geo. H. Williams, Box 329.
Robt. E. Fleming.
W. K. Wright, Box 142. I
- 466-JAS. B. CHASEY, BELLWOOD, PA., meets 1st & 3d Sunday, 1:30 p. m., I. O. O. F. Hall.
Ira Ester, Box 254.
W. A. Gordon, Box 214.
I. M. Waters, 4th st. I
- 467-TYRONE, PA., meets 2 and 4 Sunday, 1 p. m., I. O. O. F. Hall, Penn. ave. and Herald st.
J. C. Stratiff, Penn. ave.
C. T. J. Van Scoyoc, 1461 Logan av.
L. W. Stonebraker, 1820 Columbia av. I
- 468-GEORGE W. WEST, CARBONDALE, PA., meets 2d Sunday, 2:30 p. m.; 4th Sunday, 7:30 p. m., Pioneer Dime Bldg.
E. S. Myers, 1648 Penn. ave., Scranton, Pa.
S. W. Beach, 384 1/2 Canton st.
Grant Wadsworth, Ch. Childs, Pa. I
- 469-DOMINION, OTTAWA, ONT., meets alternate Sundays, beginning April 7th, Burgess Hall, cor. Bank & Frank.
Byron Baker, 104 1st av.
O. Isaac Johnson, 137 Hawthorne av.
John King, 182 Cartier st. I
- 470-RED RIVER VALLEY, EAST GRAND FORKS, MINN., meets 2d & 4th Sun., Woodmen Hall.
Geo. Snyder.
L. L. Moebeck, Grand Forks, Minn.
Fred Metcalf, 327 N. 2d st., Grand Forks, Minn. I
- 471-MISSOURI, TRENTON, MO., meet every Monday 1:30 p. m., B. of L. E. Hall, over Citizens' Bank.
H. M. Smith, 403 McPherson.
G. G. Hoffman, 61 Elm st.
J. E. Word. I
- 472-DAVID M'CARRO, PITTSBURG, PA., meets 2d & 4th Sunday, 2 p. m., Arsenal Hall, cor. 43rd & Butler sts.
L. H. Hillgrove, 219 44th st.
C. W. L. Gibbs, 230 Main st., Arsenal st. F & I
- 473-CUMBERLAND, NASHVILLE, TENN., meets Mon's, 9:30 a. m., Odd Fellows' Hall, 7th av. N. & Church st.
J. R. Grigg, 216 Spring st.
E. F. Bowers, 324 15th av. F & I
- 474-TWIN CITY, ST. PAUL, MINN., meets 2d & 4th Sunday, 2:30 p. m., I. O. O. F. Hall, 5th & Wabash.
T. O. Jones, 475 Whitehall st.
C. Sam Hawk, 2125 St. Anthony av.
Merrim Park, Minn.
A. H. Wales, 805 15th av., N. Minneapolis. I
- 475-COLORADO, SMITHVILLE, TEXAS, meets every Wednesday, 7:30 p. m.
P. A. Neely.
T. P. O'Rourke, Box 488.
J. S. Gallagher, Box 361. I
- 476-ROSEBUD, DULGON, meets every Monday, 7:30 p. m.
W. E. Everton.
O. F. Reibel, Grant's Pass, Ore.
G. L. Flint, Box 711. I
- 477-SEABRIGHT, M'CHEEN, W. VA., meets 1st, 3d & 5th Sunday 1:30 p. m., & alternate Monday at 7:30 p. m., McMeen Hall.
J. M. Gurey, Box 85.
John Coxon, Box 28.
J. J. Cusack, Box 66. I
- 478-G. O. CLINTON, JOLIET, ILL., meets alternate Thursdays, 7:30 p. m., Castle Hall.
Wm. T. Stone, 1110 Jackson st.
Ed. Ashford, 1612 E. Washington st.
R. P. Middleton, 114 Virginia st. I
- 479-LATOTR, FAIRVILLE, ST. JOHN, N. B., meets 2d & 4th Sunday, I. O. F. Hall, King st.
R. H. Bartlett, Lancaster Heights.
D. C. Campbell, West End, St. John, N. B.
J. R. Bartlett. I
- 480-DELTA, CINCINNATI, O., meets 2d Sunday, 1:30 p. m., 4 Thury, 7:30 p. m.
G. A. R. Hall, Ridgely & Eastern av.
Chas. S. Krumme, 307 Delta av., Sta. C. O.
F. A. Gardner, 3635 Eastern av., F & I
- 481-G. B. GIBBENS, PARKERSBURG, W. VA., meets 1st & 3d Sunday, 2 p. m., K. of P. Hall, No. 404 1/2, over Taft's Dry Goods Store.
J. F. Taylor, 1806 Spring st.
H. H. Hobensack, 4th st., Belpre, O.
J. J. Daniels, Main st., Belpre, O. I
- 482-MILO EASTMAN, EAST TAWAS, MICH., meets 2d & 4th Sunday, 2 p. m., K. of P. Hall.
John L. Swartz, Tawas City, Mich.
C. L. Bonney.
Thos. Kennedy, 608 Chisholm st., Alpena, Mich. I
- 483-NASHUA, N. H., meets 1st Sunday, 10 a. m., & 3d Sunday, 4 p. m., Mechanic Hall, Main st.
F. P. Holt, 24 Belknap st.
L. W. Tighe, 5 Vernon st.
F. E. Warren, 8 Stark st. I
- 484-MONMOUTH, ILL., meets 2d & 4th Sunday, 2 p. m., I. O. O. F. Hall, S. Main st.
Geo. W. Brady, 720 W. Archer av.
Geo. F. Bailey, 503 W. 2d av. F & I
- 485-H. L. GRAVES, LOUISVILLE, KY., meets every Monday, 9:30 a. m., Odd Fellows' Hall, 6th & Walnut.
L. L. Cofer, 2325 W. Broadway.
W. H. Curley, 1615 W. Broadway. F & I
- 486-ALLANDALE, ONT., meets 1st Sunday, 2:30 p. m., & 3d Tuesday, 8 p. m., Trainmen's Hall, Fisher Bldg.
A. Wilkinson, Box 24.
John T. Clark, Box 23.
John Little. I
- 487-A. B. YOUNGSON, ST. LOUIS, MO., meets 1st & 3d Monday, 8 p. m., Brighton Hall, Broadway & Salisbury st.
John F. Collins, 118 North B. st. East St. Louis, Ill.
O. J. Walker, 8723 N. 25th st. F & I
- 488-GRAND VALLEY, GRAND JUNCTION, COLO., meets every Tuesday, 1:30 p. m., Masonic Hall.
J. S. Rayburn, 124 No. Spence st.
E. B. Rogers, 353 Orray av.
E. M. Gilpatrick, 317 Grand av. I
- 489-DANIEL BOONE, COVINGTON, KY., meets every Wednesday, 9 a. m., Overholts Hall, 1918 Madison av.
W. S. Lane, 28th & Madison av.
F. Ron H. Hill, 1314 Garrard av.
E. R. Manson, 114 Hamlin st., Latonia Station. I
- 490-CORN PALACE, SIOUX CITY, IA., meets 2d & 4th Sundays, 10 a. m., Odd Fellows' Hall, 707 Fourth st.
W. W. Bowers, 1561 Nebraska st.
John A. Hiney, 2500 East 2d st.
Leander A. Cline, 1523 Nebraska st. I
- 491-S. H. CLARK, KANSAS CITY, KAN., meets 1st & 3d Saturday, in Odd Masonic Hall, 6 & 7 Minnesota av.
P. H. Burns, 638 Sandusky av.
Jas. Corrigan, 634 River View av. F & I
- 492-L. A. THOMAS, INDIANAPOLIS, IND., meets 2d & 4th Sunday, 2 P. M. O. R. C. Hall, 136 N. Delaware st.
A. E. Martin, Southport, Ind.
E. W. Davis, R. F. D. No. 30, Zionville, Boone Co., Ind.
J. M. Beggs, 1617 Hoyt av. I
- 493-G. L. PECK, EAST TOLEDO, O., meets 1st Mon. 2 p. m.; 2d Tues. 8 a. m.; 3d Tuesday 7 p. m.; 4th Sun. 2 p. m. at 81, cor. Oak & Fassett sts.
C. R. Seaman, 1360 Oak st.
B. B. Butte, 617 Walnut st., Toledo, O. F & I
- 494-FLOUR CITY, MINNEAPOLIS, MINN., meets 2 and 4 Sunday, 2 p. m., Masonic Hall, cor. Central & 25th aves., N. E.
J. E. Malthouse, 2541 Pierce st., N. E.
T. N. Morrill, 2525 Pierce st., N. E.
H. S. Martin, 2723 Polk st., N. E. I
- 495-MONTGOMERY, ALA., meets Wed. days, 9:30 a. m., Eagle & Beaver's Hall.
A. L. Brooks, 300 Dexter av.
H. J. McGrade, 312 No. McDonough st. F & I
- 496-W. WILCOX, TEXARKANA, TEX., meets 1st & 3d Sun. 7:30 p. m., K. P. Hall.
J. Edwards, 905 State st.
A. A. Smith, 608 State st.
Wm. Wright, 806 Olive st. I
- 497-COLUMBIA, TORROR, COAN, WEX., meets 1st & 3d Sunday, 8 a. m., E. L. Hall.
F. B. Reynolds, Box 35.
G. Louis Balcon, Box 35. F & I
- 498-JOHN H. WINDER, ARREVILLE, S. C., meets 1st & 3d Sun., 2 p. m.; 2d & 4th Sat., 8 p. m., K. of P. Hall, Public sq.
H. S. Wilson, Box 61.
G. H. Hall, Box 84. F & I
- 499-J. E. VAN CLIVE, WHITEFISH, MONT., meets 2d & 4th Wednesday, 2 p. m., O. O. Schoonover.
P. G. Lentzmann.
H. S. Gaudin, Box 222. I
- 500-J. M. KELLY, CLERHURST, TEXAS, meets every Sunday, 2:30 p. m., O. R. O. Hall.
John R. Lee, 207 S. Anglin st.
Thomas Dee, 422 S. Robinson st.
Thomas May, 235 So. Wilhite st. I
- 501-TARRANT, FT. WORTH, TEXAS, meets every Sun., 10 a. m., I. O. O. F. Hall, 1st & Throckmorton sts.
W. L. Alexander, 301 E. Belknap st.
L. W. Hawley, R. F. D. No. 1, Box 62.
Jas. N. Doak, 1015 E. Weatherford st. I
- 502-ST. WESTERN, KANSAS CITY, MO., meets 2d Monday, at 2 p. m., & 4th Saturday at 8 p. m., in I. M. O. F. Hall, Penn. st., near cor. of 16th st.
W. T. Barker, 220 West High.
V. I. Renick, 4138 Genesee st.
E. S. Edwards, 2928 Mercier. I
- 503-W. S. MORRIS, IOWA, IOWA, meets 2d & 4th Sunday, I. O. F. Hall.
F. H. Williams.
Chas. L. Dolson, 204 N. Jefferson av.
B. E. Cobb, 343 Rice st. I
- 504-C. A. BROADWATER, ST. FALLS, MONT., meets 1st & 3d Sunday, 2 p. m., Odd Fellows' Hall.
Jos. Houle, 720 24 av. N.
J. T. Campbell, 519 24 Ave. S. W. F & I
- 505-ANCHOR, LAJUNTA, COLO., meets every Thurs., 2 p. m., K. of P. Hall.
Geo. A. Whiteaker.
O. B. Ritter, 618 Cimarron av.
Ed. Robinson, 721 Cimarron av. I
- 506-THOMAS FITZGERALD, BRICKNICK, MD., meets 1st & 3d Sunday, 1:30 p. m., K. of P. Hall.
Jos. H. Yost.
R. H. Earle, Box 66.
W. E. Evans. I
- 507-E. BUTLER, MONETT, MO., meets Mondays, 2 p. m., B. L. E. Hall.
Thomas Mansfield.
J. K. Smith.
Byron Callender, Central av. I
- 508-TICONIC, RANGOR, ME., meets 2d & 4th Sunday, 2:30 p. m., McGuire Bld., cor. Main & Union sts.
W. J. Boothby, 63 Dillingham st.
T. J. Ferry, 35 Walter st.
F. H. Welch, 31 March st. I
- 509-JOHN J. CONRAD, HUNTINGDON, PA., meets 1st & 3d Sunday, 2 p. m., Brotherhood Hall, Penn. st.
W. A. Gibson, Washington st.
Geo. F. Godard, 1300 Milfin st. F & I
- 510-THUNDER CREEK, MOOSE JAW, SASK., CAN., meets 1st Monday aft. at 12:30 & 3d Tues. eve. at 12:30, Elks' Hall.
Wm. Pascoe, Box 698.
John McAllister, Box 618.
John Wellington, 71 High st. I
- 511-RENOVA, FORTSMOUTH, O., meets 1 & 3 Sunday, 2 p. m., I. O. O. F. Hall.
O. L. Fink, 1801 Center st.
W. L. Bayless, 1322 Center st.
J. Q. Payne, 432 E. 11th st. I
- 512-EGYPTIAN, EAST ST. LOUIS, ILL., meets 1st & 3d Sunday, 2 p. m., Geary's Hall, Main st.
M. Krownson, 809 Summit av.
W. J. Smith, 2615 Bond av. F & I
- 513-JEFFERSON LEVY, CHARLOTTEVILLE, VA., meets 1st & 3d Monday, 1 p. m., Masonic Temple, E. Main & 8th.
D. D. Payne, 830 East Market st.
W. J. Jones, 218 Levy av.
O. O. Carter, 5 Belmont av. I
- 514-JERRE RAXTER, NASHVILLE, TENN., meets every Wednesday, 9 a. m., K. of P. Hall, 407 1/2 Union st.
C. W. Simpson, 20 Berrien st.
J. L. Bailey, 40 Green st. F & I
- 515-SEVEN CASTLES, RASAIT, COLO., meets every Wednesday, 2 p. m., I. O. F. Hall.
James Fahey.
A. M. Danielson, Box 18.
F. E. Willis, Cardiff, Colo. I

516—E. W. WISTER, ST. PAUL, MINN., meets 1st & 3d Sunday, 2 p.m., Capital City Hall, 1635 West 7th st.
A. J. Leighton, 157 Smith av.
Geo. E. Foote, 389 Daley st.
T. T. Hart, 949 Grand ave.
F & I

517—WILLIAM O. HERIN, NEBULA, MO., meets 1st & 3d Saturday, K. of P. Hall, 27 East 5th st.
J. H. Barker, 120 W. 5th st.
Connie Doyle, 422 E. 5th st.
F & I

518—PALMERSTON, ONT., meets 2d & 4th Sunday, A.O.U.W. Hall.
Wm. Adams.
O John Ward, Box 35.
Chas. J. Phillips, Box 63.
F & I

519—COLUMBIAN, CHICAGO, ILL., meets 1st & 3d Saturday, 8 p.m., N. W. cor. 52d & Erie sts.
Chas. J. Schultz, 9750 Ewing av.
John E. Davis, 5315 Armour av.
F & I

520—EAST TORONTO, ONT., meets 1st & 3d Sunday, at 2:30 p.m., Snell's Hall.
D. J. Kerr, 18 Enderby Road.
T. J. Looney, 2156 Gerrard st.
F & I

521—SILE CITY, PATERSON, N. J., meets 2 Sunday, 10 a.m., & 4 Sat., 8 p.m., Sons of Veterans Hall, 145 Broadway.
J. H. Stinard, 360 Ellison st.
O. O. Montanye, 125 Magnolia av., Jersey City, N. J.
James Hays, Box 267 Butler, Morris Co., N. J.
F & I

522—W.B. BURNLEY, CHICAGO, O., meets every Sun. 2 p.m., B. of L. E. Hall, Myrtle av.
E. J. Langhurst.
M. R. Kerr, Box 274.
T. H. Douglas.
F & I

523—CHICKASHA, CHICKASHA, OKLA., meets 1st & 3d Sun. Eagles' Hall, 165 S. So. Bickford, El Reno, Okla., & 4th Sun. A. O. U. W. Hall, Chickasha, Okla.
W. A. Fox, 428 Idaho ave.
H. A. Decker, L. Box 472.
W. J. Fitzgerald, 905 So. Barker ave., El Reno, Okla.
F & I

524—UNITY, VAN BUREN, ARK., meets every Mon., 2:30 p.m., I.O.O.F. Hall.
John Bub.
E. Gipsom.
J. W. McIlvagh, Box 632.
F & I

525—VALLEY JUNCTION, IOWA, meets 1st & 3d Sunday, 2 p.m.
J. Callahan.
O. R. Cooney.
G. W. Zenor.
F & I

526—HAWKEYE, BELLE PLAINE, IA., meets 1st & 3d Monday, 3 p.m., in Firemen's Hall.
John Denend.
O. P. Baxter.
D. Shadish, L. Box 65.
F & I

527—BICKY FREE, PITTSBURGH, KAN., meets every Monday, 2 p.m., Odd Fellows Hall, West Fifth st.
L. F. Schirk, 1708 N. Locust st.
C. W. Herriman, Room 3, Kirkwood Bldg.
Wm Palmer, 607 N. Elm st.
F & I

528—W. C. VAN HORNE, LONDON, ONT., meets 1st & 3d Sunday, Society Hall, 664 Dundas.
Chas. Clark, 585 Oxford st.
G. Dowling, 583 Central av.
Jas Roddick, 662 Central av.
F & I

529—AIR LINE, ST. THOMAS, ONT., meets every Tuesday, 2 p.m., I.O.O.F. Hall, Megan & Regan Bldg., Talbot st.
James Black, 24 Flora st.
A. H. Martin, 71 Flora st.
Chas. Farmer, 11 Elizabeth st.
F & I

530—COMMERCE DIV., COMMERCE, TENN., meets 1 & 3 Sunday, 2 p.m., B. of L. E. Hall, Locust st.
A. L. Carr.
D. H. Tipton.
J. W. Parton.
F & I

531—A. C. HUTCHINSON, ALGERS, LV., meets Monday, 2 a.m., K. of P. Hall, Bermuda st.
E. A. Calhoun, 311 Vallette st.
E. H. Cavad, 445 Belleville st.
F & I

532—THOS. JEFFERSON, MANCHESTER, VA., meets 1 & 3 Monday, 10 a.m., Toney's Hall, 11th and Hull sts.
J. C. Avery, 2 09 E. Grace st., Richmond, Va.
J. L. Lytle, 402 E. Canal st., Richmond, Va.
J. W. Blunt, R. F. D. No. 8.
F & I

533—F. R. GRIFFITH, EAST BUFFALO, N. Y., meets 1st & 3d Friday, 8 p.m., Klockes Hall, Gold and Lovejoy sts.
John M. Hannon, 88 Central av., Buffalo, N. Y.
J. C. Helms, 600 Halstead st.
Sloan, N. Y.
F & I

534—HANKIN, ILL., meets 1st & 3d Sunday, at 2 p.m., 3d & 4th Wednesday, at 1:30 p.m., I. O. O. F. Hall.
Benton McAtee.
Wm. Baumbarger.
F & I

535—GOLDEN RULE, KENORA, ONT., meets 1st Wed. & 3d Sun., 14 o'clock, I. O. O. F. Hall.
Robert H. Cobb.
F. C. Mont.
W. Whitaker, box 234.
F & I

536—LANGLADE, ANTIGO, WIS., meets 2d & 4th Sun., 1 a.m., Odd Fellows Hall.
L. H. Hoffman, 923 Arcle st.
M. P. O'Donnell, 428 Edison st.
F. P. Ver Hirsch, 385 Superior st.
F & I

537—OTTUMWA, IOWA, meets 2d & 4th Sunday, 2 p.m., B. of L. E. Hall, cor. Main & Metcalf sts.
Harry Kimball, 210 N. Marion st.
J. B. Smith, 313 No. Benton st.
Geo. Kissinger, 920 W. 4th st.
F & I

538—JACOB HENRI, HALLSVILLE, OKLA., meets 1 & 3 Sunday at 10:30 p.m., in Whitley Hall.
Wm. A. Harwell, L. Box 95.
P. M. Cooney, Box 204.
W. T. Shields, L. B. 96.
F & I

539—E. B. WATER, LEAVENWORTH, KAN., meets 2d Sunday, 10:30 a.m., & 4th Sunday, 2:30 p.m.
H. H. Dean.
F. J. Brown, Box 2.
Robert Miles.
F & I

540—STATEN ISLAND, N. Y., meets 2d Saturday 8 p.m., 4th Sunday 10 a.m., Felton's Hall, Ray and Thompson sts., Stapleton, N. Y.
Wm. J. Rogers, Tottenville, S. I., N. Y.
Wm. J. Darnell, Box 89, Mariner's Harbor, S. I.
Philip Carroll, 61 Beach st., Stapleton, Staten Island, N. Y.
F & I

541—EASTERN, CLEVELAND, O., meets 2 & 4 Tues. at 8 p.m., in Washington Armory, St. Clair st., near Alabama.
W. H. Ballard, 352 Lakeside av., N. E. E. Richards, 609 So. 8th St., Bldg. E. J. A. Davidson, 1520 Stolar Pl.
F & I

542—ANTHRACITE, KINGSTON, PA., meets 1 & 3 Sun., 2 p.m., I. O. O. F. Hall.
Chas. F. Swallow, 1858 Maple av.
John L. Norris, 209 Wyoming av.
F & I

543—PAN-AMERICAN, EAST BUFFALO, N. Y., meets 2d & 4th Monday, 8 p.m., in Welfare Hall.
John Covey, 80 Pulaski st.
Frank M. Craven, 1033 Lovejoy st.
Wm Murphy, 221 Gold st.
F & I

544—T. L. ROYD, CHICAGO, ILL., meets 1st & 3d Sunday, 2:30 p.m., Hopkins' Hall, 528 W. 63d st.
Frank Snook, 6523 State st.
J. J. Fisher, 6130 Indiana av.
E. N. McFarland, 605 Walnut av.
F & I

545—GOLDEN RULE, CANTONVILLE, MO., meets 1 & 3 Mon. 2 p.m., Elks' Hall.
John Lynch, 1121 Main st.
M. H. May, 1015 Greenwood ave.
M. N. Liles, 1023 Greenwood av.
F & I

546—HIVANSEL, TOWAN, TENN., meets every Sun., 10:30 a.m., Blue Front Bldg.
G. W. Franks.
J. M. Johnson.
T. W. Swearingner.
F & I

547—PERT, IND., meets 1st & 3d Tuesday 7:30 p.m., Schmoll Bldg., cor. 5th & Broadway.
C. J. Ripley, 617 W. Main st.
G. W. Redmon, 304 W. 6th st.
F & I

548—GOLDEN RULE, WILMAR, MINN., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall.
G. W. Tyler, Box 418.
A. S. Baldwin, 230 E. Litchfield av.
F & I

549—FRANKFORT, DULUTH, O., meets in Fisher's Hall, 1st & 3d Sunday, at 2 p.m., and 2d & 4th Friday, at 4 p.m., Samuel Welch, 2241 1st 3rd st.
G. W. Richardson, 222 East 4th st.
Wm. Van Gelsom, 709 No. Franklin st.
F & I

550—FRED MEININGER, BRIDGEPORT, O., meets 2nd & 4th Sunday, 1:30 p.m., Maccahams' Hall.
John A. Shum.
F. A. Logg, Box 243.
W. H. Logg, Box 243.
F & I

551—T. T. JO. S. G. HEDGECOCK, N. Y., meets 1 & 3 Sun., 3 p.m., Price Bldg., Chas. Barnard.
Jas. Currier, Box 26.
F & I

552—SAN JOAQUIN, FRESNO, CAL., meets 2 & 4 Sunday, 7 p.m., K. of C. Hall, P. H. Fitzpatrick, Point Richmond, Cal.
Calvin Rich, P. O. No. 4.
Frank Essing, 61 N. St.
F & I

554—PHAS. COBB, ARGENTA STATION, LITTLE ROCK, ARK., meets every Monday, 3:30 p.m., Humphrie's Hall.
J. W. Barger, 8th and Maple sts.
M. N. Mann, 521 E. 2d st.
R. L. Church, 806 Cypress st.
F & I

555—TWENTIETH CENTURY, MOCK CITY, IA., meets 2d & 4th Sunday, Odd Fellows Hall, 5th and Douglas sts.
Clarence Wells, 1380 Jennings st.
R. W. Patrick, 1115 Pierce st.
O. A. Bates, Box 134, Lake City, Ia.
F & I

556—J. L. PARISH, NEW FRANKLIN, MO., meets every Fri., 2 p.m., K. of P. Hall, M. K. & T. Ky.
R. M. Maynard.
F. Aspelmeier, Box 11.
F & I

557—EDISON, PORT NORFOLK, VA., meets 2d & 4th Sun., 2 p.m., Fraternity Hall, Maryland ave.
Peyton Tunstall, Florida av.
C. D. Shaeckleton, 163 Broad st.
C. E. Sparkman, Park View, Portsmouth, Va.
F & I

558—DR. H. R. CHAUDIERE JCT., P. Q., meets 1st Wed. eve., 10:30, & 3d Sun. aft. 14:30, Town Hall.
H. W. Sharpe, Pt Etchemin, P. Q.
S. G. Ferguson.
M. Normand, Chaudiere Curve, P. Q.
F & I

559—BESSNER, PROCTOR, MINN., meets 2d & 4th Sun., 2 p.m., Town Hall.
Geo. E. Fletcher.
P. A. Bethune.
J. S. Brown.
F & I

560—THOMAS F. FOWLER, SONWICH, S. Y., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall, N. Broad st.
Y. F. Taylor, 38 Henry st.
Thos. Fera, 21 Maiden st.
Geo. Brock, Park av.
F & I

561—FOTOMAC, RICHMOND, VA., meets 1st & 3d Tues., 9:30 a.m., Fraternity Hall, 215 West Broad st.
F. L. Koonitz, 712 W. Clay st.
E. E. Kuhn, 2420 Park av.
F & I

562—KITCHEN, KITCHEN, ONT., meets 1st & 3d Friday, 2:30 p.m.
A. H. Bilbo.
C. N. Gorman.
Robert Smith, Box 98.
F & I

563—BOYLE, CRASHBROOK, R. C., meets every Monday, 8 p.m., I.O.O.F. Hall.
G. W. Johnson.
H. H. Rine.
Jas. Caslake.
F & I

564—COPPER HOGT, HANCOCK, MICH., meets 1st & 3d Sunday, 2:30 p.m., Ron-lean's Hall, Quincy st.
A. B. Clark, Laurium, Mich.
A. J. Lord, Box 475.
F & I

565—TIN CITY, NEW CASTLE, PA., meets 1st & 3d Tuesday, 7:30 p.m.
M. B. Yates, 217 W. Wabash av.
J. H. McIlvagh, 617 Newell av.
F & I

566—FRANK GRIFPIN, DEL RIO, TEX., meets Tues., 9:30 a.m., K. of P. Hall, W. S. Gibbons.
W. Rader.
F & I

567—OLNEY, MILAN, MO., meets 1st & 3d Mon., 2:30 p.m., in B. of L. E. Hall.
Chas. R. Wenner.
Jas. M. Leeper, Box 126.
C. C. Hammond, 1001 Vermont st., Quincy, Ill.
F & I

568—ROBERTA, DENISON, TEX., meets every Monday, 2 p.m., Woodmen's Hall, 230 W. Woodland st.
Jno. Shline, 102 East Hull st.
C. A. Rahnel, 904 W. Shepard st.
D. H. Bray, 810 W. Morgan st.
F & I

569—HIGGINS, MEXA, ARK., meets every Wednesday, 1:30 p.m., Odd Fellows' Hall.
C. S. Kline.
J. C. Hartley.
T. J. Webster.
F & I

570—HARRY MURRAY, PIERRE, MEX., meets every Tuesday, 8 p.m., Calle de Palafos, No. 2.
W. J. Shanks, 434 1st Venegas, Mexico City, Mex.
H. A. Hobart, F. C. I. Shops, Jalapa, V. C. Mex.
F. W. Phil, Tepic, N. B.
F & I

571—AZTEC, ACAMBARO, MEX., meets every Sunday, 2 p.m., Calle de La Algarra, No. 10.
O. J. Holmes.
J. D. McConaughy.
R. W. Chapman, Apartado No. 114.
F & I

572—ST. LAFAYETTE, WOODVILLE, N. H., meets 1st & 3d Sunday, 2 p.m., K. of P. Hall.
G. W. O'Malley.
J. A. Polby.
C. W. Wearo.
F & I

512-GREENVILLE TEX., meets every Sunday, 2:30 p.m., K. of P. Hall.
J. D. Mercer.....C
H. E. Nix.....F
G. A. Dieffenbacher.....I

571-PANHANDLE, ABILENE, TEX., meets 1st & 3d Fri., 7:30 p.m., 2d & 4th Sun., 2:30 p.m., Odd Fellows Hall.
F. A. Rhodes, 400 N. Lincoln st.....C
C. T. Callahan, 322 N. Grant st.....C
Frank Wire, 510 N. Fillmore st.....I

575-MONTANA CHILMATHIA, MEA., meets every Sunday, 2 p.m., B. of L. E. Hall.
L. H. Rupert, Chia Shops, Box 6.....C
G. H. Brockman, Chia Shops, Box 6.....F
E. Collins, Chia Shops, Box 6.....I

576-MO. NAT. CARLETON, HILLVARD, WASH., meets 1st & 3d Wednes., 2:30 p.m., A.O.U.W. Hall.
Peter Olson.....C
C. G. Converse.....F

577-MEADOW LAWS, MATTOON, ILL., meets 2d & 4th Sun., 2:30 p.m., Odd Fellows' Bldg., 1712 Charleston Ave.
J. J. Rider, 2609 Pine av.....C
C. H. Manson, 2309 Western av.....F
Wm. Eaton, 1721 Edgar av.....I

578-RED RIVER, SALLA, OKLA., meets every Monday.
Geo. Salomonson.....C
W. D. McNeill.....F
W. L. Miller, L. Box 718.....I

579-E. J. HOSKIN, NELSON, B. C., meets 1st & 3d Sun., 2 p.m., K. of P. Hall.
Geo. W. Hart, Box 87.....C
J. W. Gostrey, Box 74.....F
B. A. Forbush, Box 594.....I

580-WHITE CITY, CHICAGO, ILL., meets 2d & 4th Sunday, 10:30 a.m., cor. 53d Court & Halstead st.
Ed Starr, 5004 Union av.....C
Wm. J. Morris, 6056 State st.....F
Thos. J. Garland, 5335 Carpenter st.....I

581-ATLANTIC OCEAN, CAPE BRETON, CAN., meets 2d Sun. & 4th Mon. Odd Fellows Hall, Commercial st.
Nathan W. Pushe, Reserve st.....C
Dan'l P. McKenzie, King Edward st.....F
Alex. McNeill, Mechanic's Row.....I

582-ANGUS BROWN, CHICAGO, ILL., meets 2d & 4th Sun. 8 p.m., Feldmann's Hall, 1417 W. 12th st.
John J. Snyder, 127 W. 12th st.....C
Grant Lewis, 2135 W. 13th st.....F & I

583-ATIKOKAN, WINNIPEG, MANITOBA, meets 2d & 4th Friday, Albert Hall.
Wm. Crawford, 419 Wardlaw ave.....C
S. F. Starr, Norwood Grove, Man. Chas. Harrison, 240 Bell av., Ft. House, Can.....I

584-JOHN T. HURR, PORTSMOUTH, O., meets 2d & 4th Sundays, 1:30 p.m., I. O. F. Hall, Chillicothe st.
T. W. Nichols, 706 Vinton av.....C
J. H. Bernhardt, 702 Vinton av.....F
W. A. McQuinn, L. Box 51, Radcliff, Scioto Co., O.....I

585-A. W. MACHIN, MC GHEE, ARK., meets 1, 2 and 3 Sun., 2:30 p.m., in McGehee, Ark., and 4 Sun., 2:30 p.m., in Monroe, La.
Jas. McCarthy, 113 W. 3d st., Argenta, Ark.....C
E. W. Porter, 211 Main st., Argenta, Ark.....F
R. J. Mitchell, 403 Beach st.....I

586-ACADIA, STELLARTON, N. S., meets 1st Tues. at 19:30 and 4th Sun. at 1:30 McIntosh Hall.
A. Probert, Box 185.....C
Alex. Croughart, P. O. Box 211.....F
J. A. Spradell, Box 251, Pictou, N.S.....I

587-AGUASCALIENTES, MEX., meets 1st & 3d Sun., 2 p.m., Engineers' Hall.
P. Gray, American Colony No. 23, C. J. C. Terry, Apartado No. 63.....F & I

588-GRINWOOD, HOUSTON, MAINE, meets 1st & 3d Sun., 2:30 p.m., in Perses Hall & 2d & 4th Sun., 2:30 p.m., in Bangor.
John O'Leary, Box 370.....C
E. T. Bulmer, 25 Cleveland st.....F
E. W. Dudley, 11 Leonard st.....I

589-JOHN HENNEY, NEW YORK CITY, meets 2d Sun., 10 a.m., & 4th Sun., 5:00 p.m., Loether Hall, 145 East & Willie.
J. D. Romer, 541 East 139th st.....C
T. Moore, 401 East 135th st.....F
Geo. L. Clark, 305 St. Ann's av.....I

590-GOLDEN LEAF, CONWAY, PA., meets 1st & 3d Tuesdays at 6:30 p.m., in Lewis Hall, 8th st., Freedom, Pa.
Jas. L. Cram.....C
H. Culver, Freedom, Pa., Box 526.....F
Henry J. Rimmer, Box 232, Freedom, Pa.....I

591-CLOUTHOFF, EL PASO, TEXAS, meets 2 and 4 Monday, 2:30 p.m., K. of P. Hall, Buckler Bldg.
J. M. Pettigrew, 1715 Wyoming st.....C
Albert Teas, 218 Walnut st.....F
J. M. Riddle, Box 73, Alamogordo, N. Mex.....I

592-DALHART, TEXAS, meets 1 & 3 Sun., at 2:30 p.m., Federation Hall.
J. E. Cushman.....C
V. J. Hawkins, Box 284.....F
Chas. Kourt.....I

593-MEXICAN CENTRAL, GOMEZ PALACIO, DURANGO, MEX., meet 2d & 4th Sunday.
L. J. Hubbard.....C
J. W. Mann, Apartado 122.....F & I

595-HOME SEEKERS, CHAFFEE, MO., meets 1 & 3 Sunday, 2:30 p.m., and 2 & 4 Monday, 7:30 p.m., in B. of R. T. Hall, Yousum ave.
L. S. McConachie, Box 5.....C
H. C. Campbell, Box 282.....C
A. L. Phillips, 586 Broadway, Cape Girardeau, Mo.....I

596-ATLANTIC CITY, N. J., meets 1st & 3d Sunday in Red Men's Hall, Atlantic & Michigan aves.
Phillip Stahlberger, Jr., 701 N. Arkansas av.....C
Chas. E. Smith, 1643 Broadway, Camden, N. J.....F
Raymond R. Harrison, 1405 Broadway, Camden, N. J.....I

597-ARE SCHINDLE, ST. JOSEPH, MO., meets 1st & 3d Monday, 2:30 p.m., in I. O. F. Hall, St. Joseph av. & Woodson st.
W. E. Newlove, 1924 N. 4th st.....C
P. J. Halloran, 325 Highland av.....F
Frank Cosgrove, 2281 North 7th St.....I

598-MARTIN GANTER, RICHMOND, IND., meets 2d Tuesday, at 8 p.m., and 4th Sunday, at 9:30 a.m., in Little Bldg., cor. 9th and Main sts.
J. W. Hoey, 502 N. 18th st.....C
E. J. Hiatt, 32 N. 19th st.....F
R. H. Hodgkin, 217 N. 14th st.....I

599-PORT ARTHUR, SHREVEPORT, LA., meets every Monday, at 7:30 p.m., in McAdam's Hall.
J. J. McNeel, 704 Boulevard av.....C
J. F. Quinn, 415 Maple st.....F
A. R. Coombes, 1256 Travis st.....I

600-GEORGE D. BROOKE, MARSHALLTOWN, IOWA, meets 2d & 4th Sun., 2 p.m., German Odd Fellows' Bldg., 1st ave. & State St.
M. Kelleher, 209 S. 3rd av.....C
E. C. Brown, 407 S. 3rd st.....F
S. S. Swanson, So. 3d st.....I

601-LAFAYETTE, JERSEY CITY, N. J., meets 2 & 4 Sun., 10 a.m., in Masonic Hall, cor. Pacific av. and Maple st.
Thos. R. Merz, 310 Whitton av.....C
J. B. Hoffman, 5 Boltwood st.....F & I

602-J. T. BARANAN, CHAMPAIGN, ILL., meets 2d Sun. & 4th Mond. at 2 p.m., P. L. Hayes, 104 W. Springfield ave.
C. J. Sabin, 507 S. Randolph st.....F
E. S. Scudder, 212 West Vine st.....I

603-LUDLOW, KY., meets every Monday, 1:30 p.m., in Masonic Temple, corner Elm & Ringer sts.
H. G. Crissenger, 76 Linden st.....C
John Conlin, 62 Highway.....F
T. J. McGinn, 26 Carnegie st.....I

604-GEO. A. HANCOCK, SHERMAN, TEXAS, meets 1st and 3d Saturday at 2 p.m., in Woodmen's Hall.
P. H. Lillis, Grand av.....C
E. W. Keadley, F. William st.....F
R. Hanna, 704 N. Maxey st.....I

605-NORTHEN IOWA, ESTHERVILLE, IOWA, meets 1st & 3d Sunday at 2 p.m., in K. of P. Hall.
T. E. Beall.....C
L. Lough.....F
E. J. Ketchum, Box 57, West Side.....I

606-FLEO, SALLER, ILL., meets 1st & 3d Sun., 7:30 p.m., and 3d & 4th Sun., 2:30 p.m., K. of P. Hall.
Joseph Boughey.....C
R. W. Harvey, Box 169.....F
Wm. A. Leonard, Box 197.....I

607-SUN RISE, CALAIS, MAINE, meets 1st & 3d Sunday at 1 p.m., in K. of P. Hall.
Errett Haddock, Box 414.....C
W. L. Wheeler, Box 300 Milltown, Me. F. H. A. Robinson, 41 Germain st.....I

608-NEW JERSEY SOUTHERN, LAKE HURST, N. J., meets in Red Men's Hall, 2d & 4th Sunday at 1:30 p.m.
W. J. Morton, Box 24.....C
John Manion.....F
W. F. Hartman.....I

609-OKLAHOMA, SHAWNEE, OKLA., meets 2nd & 4th Sunday, 1:30 p.m., I. O. F. Hall, 16 Broadway.
E. Detrich, 622 N. Market st.....C
F. E. Sherman, Box 332.....F
Wm. Martin, 204 S. Minnesota av.....I

610-TENNESSEE RIVER, PADUCAH, KY., meets 1st & 3d Sunday at 10 a.m., in Steigers Hall, 6th & Jackson sts.
T. M. Sisson, 521 Clark st.....C
G. Herring, 528 S. Third st.....F
J. J. Gillespie, Lexington, Tenn.....I

611-W. E. MORSE, ELDON, MO., meets 1st & 3d Sun. in every month, 9 a.m., Masonic Hall.
C. G. Brittingham.....C
C. S. Ralston.....F
R. H. Williams, Box 471.....I

612-EEL RIVER, LOGANSPOET, IND., meets 1st & alternate Sundays at 9:30 a.m., in New Ben Hur Hall, corner 4th & Broadway.
W. Curtis, 20 Montgomery st.....C
M. Fitzgerald, 17 Uhl st.....F
J. J. Fitzgerald, Maryland & Vine st.....I

613-I WILL, DOLTON, ILL., meets 1st & 3d Sunday at 2 p.m., in A.O.U.W. Hall.
E. A. Cook, 1035 Chicago st.....C
L. A. Trefitz, L. box 16.....F
C. H. Daily.....I

614-SADDLE MOUNTAIN, BENTLEY, MEXICO, meets every Wed., 2:30 p.m., Shepards Hall.
W. A. Nickel, Collegio Cival No. 100 C Joe Wood, Apartado No. 521.....F & I

615-ALEX. STRUTHERS, SR., DODGAS, ARIZONA, meets 1st & 3d Saturday at 7:30 p.m., in A. O. U. W. Hall.
A. H. Struthers, 659 17th st.....C
D. Struthers, 928 14th st.....F
Alfred J. Smith, 940 14th st.....I

616-BROOKFIELD, MO., meets in I. O. O. F. Hall, Main st., 2nd & 4th Tuesday, at 1:30 p.m.
M. DeVoy, 324 cor. East Brooks & Shelly sts.....C
A. J. Seelman, 357 Sedgewick st.....F
C. H. Leaphart, 302 Mason st.....I

617-NATURAL TUNEL, BRISTOL, VA., meets 1st & 3d Sunday at 1:30 p.m., in Masonic Hall.
J. T. Martin, Sta. B.....C
C. E. Lundy.....F & I

618-BADGER, PORTAGE, WIS., meets 2d Thurs. 7:30 p.m., & 4th Sun. 2 p.m., Eagles' Hall, Eulburg Building.
Fred J. Bennett, 415 East Pleasant st.....C
T. Murphy, 321 W. Marion st.....F
R. S. Woodman, 225 Burnet st.....I

619-W. H. REESE, PINNASTAWNEY, PA., meets 2 and 4 Sunday, 2 p.m., in Rubber bldg., cor. Main and Cunningham.
Wm. Murray.....C
P. J. Nolan, 612 Pine st., West End.....F & I

620-MART, TEX., meets every Sunday at 9 a.m., in Bowers Bld.
W. G. Bailey.....C
E. D. Wilcox.....F
John Johnson, Box 216.....I

621-WYMORE, NEB., meets 1st & 3d Saturday, 7:30 p.m., I. O. O. F. Hall.
J. R. Worden.....C
K. O. Parrish.....F
Paul Norton.....I

622-ALLIANCE, NEB., meets 2d and 4th Thurs. eve. at I. O. F. Hall.
C. H. Rocker.....C
H. Hennesau, Box 1331.....F & I

623-M'COOK DIVISION, M'COOK, NEB., meets 2d & 4th Sundays at 2 p.m., in I. O. O. F. Hall.
Walt Stokes.....C
W. D. Burnett.....F
A. N. Newkirk.....I

624-SHERIDAN, WYO., meets at 2 p.m., on 1st & 3d Sundays, I. O. O. F. Hall.
F. P. Conlin, 955 No. Main st.....C
W. C. Reid, 576 E. 6th st.....F
R. C. Daugherty, 353 E. 1st st.....I

625-ST. ANTHONY, MINNEAPOLIS, MINN., meets 2d & 4th Sunday at 7:30 p.m., Odd Fellows' Hall, 4th st and Central ave.
J. V. Piper, 304 Sixth st. S. E.....C
Amil Skog, 1924 St. N. E.....F & I

626-MOUNTAIN CITY, DU BOIS, PA., meets 1st Sunday at 2 p.m., and 3d Sun. at 7:30 p.m., K. of P. Hall.
W. O. Stone.....C
H. C. Bloom, 115 W. Washington av.....F
Wm. D. Wilkins, 115 Grant st.....I

627-CRANDALL, ALLIANCE, O., meets 2d & 4th Monday, 9 a.m., Labor Hall, 630 Main st.
Eugene Preuty, 671 N. Webb av.....C
O. D. Work, 504 N. Lincoln av.....F
G. M. Serranton, Phalanx, Ohio.....I

628-EMORY SPRING, CEDARTOWN, GA., meets 1st & 3d Sunday, 2 p.m., in I. O. O. F. Hall.
W. C. Wheeler, Box 76.....C
John T. Phillips, 415 Herbert st. F & I

- 629—MARK TWAIN, HANNIBAL, MO., meets in A.O.U.W. Hall, 3rd & Broadway, 1 and 4 Monday, 2 p.m. O
F. H. Reynolds, 201 Melrose st. F
Joe W. Tankard, 71 Ben LaMont st. S F
F. T. Marsh, Box 162. I
- 630—J. A. HARKLEY, ENID, OKLA., meets every Sun., 7 p.m., in Eagles Hall, Milton Orr, 212 Washington st. F
A. W. Bell, 315 W. Walnut st. F
A. Rodgers, 1128 West Oak st. F
- 631—THUNDER CAPE, PORT ARTHUR, ONT., meets 1st & 3d Sun., 14 o'clock, I. O. O. F. Hall, Cumberland st. O
Wm. Dohm, 6 Crown st. O
W. H. Nash, Box 616. F
M. E. Ardell, 126 Albert st. I
- 632—ROBCAW, RIDEN, LA., meets every Tuesday, 7:30 p.m., in K. of P. Hall, D. Linehan, O
C. J. Claxton, O
W. M. Hanson, F
- 633—WISCONSIN VALLEY, TORAHAWK, WIS., meets 2d & 4th Sundays, O
B. A. Brosted, New Lisbon, Wis., O
W. F. Bingham, 201 E. Box 56. F
Phil Thompson, New Lisbon, Wis., F
- 634—THEO. ROUSEVELT, GLENN'S PERRY, IDAHO, meets every Saturday at 7:30 p.m., in Herron's Hall, O
John McCabe, O
E. L. Thompson, F
A. J. Kearney, F
- 635—CLEARFIELD, PA., meets 1st Tues. after 1st Mon., 7:30 p.m., and 4th Sun., 2:30 p.m., F. O. E. Hall, O
C. E. Delaney, 1111 Daisy st. O
H. S. Buck, 1004 Dorey st. F
Alex. Bell, 127 Fulton st. I
- 636—ALVERA H. PARSONS, SILSBEE, TEX., meets 2d & 4th Sunday at 1:30 p.m. in K. P. Hall, O
Fred Hanne, O
John H. Steinhoff, F
P. A. Short, box 58. F
- 637—SABINAS, MONCLOVA COAH., MEX., meets 2d & 4th Monday afternoon in Conductors' Hall, O
E. W. Green, Box 24. F
J. J. McKenna, box 24. F
A. A. Ahrens, Box 13. F
- 638—C. E. GRAY, HIGGS, OKLAHOMA, meets every Mon. 1:30 p.m. Engineers' Hall, Main and Spring sts. C
J. S. Carson, L. Box 252. F
Jno. I. Merideth, O
W. L. Roberts, P. O. Box 504. F
- 639—BROOKLYN TERMINAL, BROOKLYN, N.Y., meets 1st Sat. at 8:30 p.m. and 3rd Sun. at 10:30 a.m. 407 Bridge st. near Fulton st. O
G. W. DeBorja, 624 Bainbridge st. O
J. A. Stanger, 425 52d st. F
J. H. Pine, 1234 Halsey st. I
- 640—CARLTON L. BRETZ, CUMBERLAND, MD., meets 1st & 3d Sat., 7:30 p.m., I. O. O. F. Hall, City Hall Bldg 3d floor, E. E. Biggs, lock B, 151 Ridgely, W. Va. C
C. H. Debaugh, Ridgely, W. Va. F
F. P. Hall, 167 Madison st. F
- 641—T. D. WELCH, HORAFEL, N.Y., meets in Engle's Hall, every Tues. at 12:30 p.m. O
J. W. McCarthy, 7 Adams av. O
F. A. Allen, 151 East av. F & I
- 642—CRESTON, IOWA, meets every Sunday at 10 a.m., in Liberty Bldg., O
L. C. Abbott, 405 E. Montgomery st. O
T. M. Rowntree, 405 New York av. F
F. G. Peterson, 1102 No. Sycamore st. F
- 643—OTTUMWA, IOWA, meets 1st Mon., 2 p.m. and 3d Sun. 7:30 p.m. in O.R.C. Hall, cor. Main & Market sts. O
J. H. Rowland, 1443 E. Main st. O
G. K. Hudson, 1341 E. Main st. F
M. J. Canney, Cooper st. F
- 644—ILLINOIS, AT GALESBURG, ILL., meets every Sun. 2:40 p.m., Macabee Temple, O
C. B. Johnson, 133 Duane av. O
J. F. Linsley, 261 So West st. F
J. J. MacFall, 129 Fulton st. I
- 645—9. AT CHICAGO, ILL., meets at St. Lodge Hall, Western av. and Lexington st., 2d Sunday 8 p.m., 4th Monday at 8 p.m. O
Ernest Fisher, 738 S. Kedzie av. O
G. H. Miller, Clyde, Ill. F
O. Dansthor, 212 E. Roman av. I
- 646—TERRY, SAVANNAH, GA., meets 1st & 3d Sunday at 10 a.m., in K. of P. Hall, cor. Barnard and York sts. O
W. E. King, 23 Liberty st. W. O
S. C. Catherwood, 217 39d st. W. F. & I
- 647—ARIZONA, PRESCOTT, ARIZ., meets 1st & 3d Sat., 7:30 p.m., K. of P. Hall, S. E. Jordon, Gurley & Granite sts. O
O. Allen Love, Wickenburg, Ariz. F & I
- 648—WILKINSON, WYCKROSS, GA., meets 1st & 3d Sunday at 2 p.m., in Red Men's Hall, Lott & Hitch Bldg. O
G. W. Barnes, 14 Jane st. O
J. W. Lyon, 30 Elizabeth st. F
S. B. Spear, 64 Remshart st. I
- 649—W. E. FITCH, BRUNSWICK, GA., meets 2d & 4th Sunday at 2 p.m., in Odd Fellows Hall, O
Jas. Savage, 109 E. st. O
J. D. White, 101 E. st. F
A. A. Knight, 708 1st. I
- 650—THOM. J. MILVY, DURAND, MICH., meets 1 & 3 Sunday, K. O. T. M. Hall, W. Spillane, O
J. Lowing, F & I
- 651—ETHEL BARKER, COLUMBUS, O., meets 2d & 4th Sunday at 2 p.m., in Odd Fellows Hall, 627 1/2 W. Broad st. F
F. W. Crawford, 48 N. Princeton av. O
Geo. B. Vickery, 1236 W. Broad st. F
W. A. Jex, 86 N. Princeton av. I
- 652—BANNER, TANAI, PA., meets 2d & 4th Sunday at 2 p.m., in Raab's Hall, E. Broad st. O
Eli Ehrlich, box 268. O
Geo. S. Edwards, 421 W. Broad st. F & I
- 653—BLACK DIAMOND, ALLENTOWN, PA., meets 1st & 3d Sunday of every month, Claus Bros. Hall, 81 No. 7th st. O
B. J. Reilly, 408 Priscilla st., S. O
J. F. Gibbons, 307 Ridge ave. F & I
- 654—
- 655—JOHN GLYNN, CLAMON, IA., meets 2d & 4th Monday 8:30 p.m., Masonic Hall, E. Broad st. O
H. Hornberger, 801 S. 8th st., Council Bluffs, Ia. O
B. F. Madison, 801 S. 8th st., Council Bluffs, Ia. F
W. W. Ayres, 1100 S. 6th st., Council Bluffs, Ia. I
- 656—MAJOR BYRNE, ST. MARYS, PA., meets 2d & 4th Sunday at 7:30 p.m., Hall Block, O
C. W. Small, 447 Washington st. O
J. J. Coyle, 256 Brussels st. F
B. C. O. McFarland, 175 Euclid av., Brookville, Pa. I
- 657—ASH KENNEDY, REVELSTOCK, B.C., meets 1st & 3d Wed. of each month in Selkirk Hall, O
L. Patrick, Box 27. O
S. H. Stingley, Box 27. F & I
- 658—HAVERLOCK, ONT., meets 2d & 4th Monday, 1:30 p.m., I. O. O. F. Hall, O
John Toman, Box 638. O
John H. Boyan, F
Thomas Bennett, F
- 659—SKEKA, BUFFALO, N.Y., meets 2d & 4th Sun. of each month at 2 p.m., Boyers Hall, Swan and Emale sts. O
Frank H. Goodenough, 34 Kamper av. O
F. A. Rose, 22 Kamper av. F
Frank C. Watkins, 510 S. Division st. I
- 660—TROPIC, LOS ANGELES, CAL., meets 1st and last Sunday, 1:30 p.m., and 3 Saturday, 8 p.m., Masonic Hall, 1956 E. 1st st. O
G. G. Mason, 2306 East 2d st. O
Chas. Diefenbaugh, 302 So. Cummings st. F
J. H. Cross, 335 S. State st. I
- 661—W. J. MC ANDREWS, ST. THOMAS, ONT., meets every Sunday, 2:30 p.m., I. O. O. F. Hall, O
Joseph Gant, O
Jas. Flowers, 47 Chester st. F
H. W. Buckpitt, 14 Elizabeth st. F
- 662—LOS ANGELES, CAL., meets 2d and 4th Sat. eve. 7:30 p.m., I. O. O. F. Hall, 220 S. Main St. O
Jno. Bromwich, 1403 E. 19th st. O
Geo. Melrose, 471 E. 4th st. F
Jno. Finlay, 206 S. Boyle av. I
- 663—STEEL CITY, SYDNEY, N. S., meets 1st Sunday eve. 20:15 & 3d Sun. eve. 14:50, Odd Fellows' Hall, O
Chas. Wilson, O
Alex. R. Johnson, 565 George st. F & I
- 664—J. E. MCCREIGH, SAN LUIS OBISPO, CAL., meets 2d & 4th Tuesday, 8 p.m., Eagles' Hall, O
J. A. Burke, 1045 Lott st. O
M. F. Rittinghouse, 466 Pismo st. F
T. W. Cushing, 1225 Pismo st. F
- 665—REARDSTOWN, ILL., meets 1st & 3d Monday & 2d Sunday, 2 p.m. O
J. M. Spence, 1101 Washington st. O
R. A. Guthrie, F & I
- 666—G. S. MC KEE, JACKSON, TENN., meets Monday, 2 p.m., K. of P. Hall, J. S. Dodds, 474 N. Royal st. O
H. L. Foster, 346 No. Hayav. F
F. H. Edwards, 236 Stoddart st. I
- 667—F. S. THORNE, BRANDON, MANITOBA, CAN., meets 1st & 3d Tues., 8 p.m., I. O. O. F. Hall, Kelly Bldg. O
W. Clendenning, O
R. V. Turner, 351 6th st. F
S. H. Godley, 216 6th st. I
- 668—L. C. CLEMON, HARRISBURG, PA., meets 2d & 4th Sun. at 1:30 p.m., at Stouffer's Hall, 451 Broad st. O
H. S. Stouffer, 335 Kalker st. O
T. J. McClinton, 307 Broad st. F & I
- 669—SIENA VISTA, MEXICO, MEX., meets every Monday night at 8 p.m., Odd Fellows' Hall, O
John L. Cullen, Calle Buena Vista, No. 123. O
Jas. G. Ward, Callejon de Yllocaos, No. 27. F
H. W. Carr, 4 Zaragosa No. 58, Alcos. I
- 670—
- 671—OGUNA, EDERLIN, N. DAK., meets 2nd Mon. eve. & 4th Sun. afternoon, Masonic Hall, O
B. L. Apker, O
H. W. Shaw, F
Henry Kooyer, I
- 672—WARREN S. STONE, MEMPHIS, TENN., meets every Sunday at 9:30 a.m., Dugan Hall, Penn. & Iowa avs. O
H. C. Hiltbrunner, 335 Middleton av. O
W. T. Stephens, 614 Rayburn Blvd. F
F. M. Andrews, 228 W. Virginia av. I
- 673—VALLEY, PITTSBURG, PA., meets 2d Mon., 7:30 p.m., 4th Sun., 2 p.m., K. of the G. E. Hall, 77 So. Main st. O
E. J. Smith, 232 Park st. O
Wm. Sites, 402 Exeter st. F
Geo. Kraft, 40 Curtis st. I
- 674—ST. LOUIS VALLEY, DUFLO, ILL., meets 2d & 4th Sundays at 2 p.m., E. Reynolds, Elroy, Ill. O
T. A. Stahlthorpe, Box 5. O
E. E. Reisinger, I
- 675—H. A. MILLER, COUNCIL GROVE, KAN., meets 1st & 3d Wednesday at 1:30 p.m., K. & L. of S. Hall, O
H. A. Miller, O
S. De Hoff, O
J. H. Humphreys, Box 301. I
- 676—OHIDARA, MONTANA, OHIDARA, MEX., meets every Thurs. 7:30 p.m., 3a de Beneficencia, No. 12, O
W. F. V. Newton, 3a de Beneficencia, No. 94. O
Richard Lihman, 3a Beneficencia No. 12. F
Robt Davidson, 33 M. Morelos No. 10. I
- 677—RAINY LAKE, VIRGINIA, MINN., meets 1st & 3d Sun. 2 p.m., Eagles' Hall, Lester I. Flandt, Box 388. O
Harley Jackson, 222 Ohio av. F
Mark McCarthy, 415 Walnut st. I
- 678—CALIFORNIA, LIMA, O., meets 1st & 3d Tues. & 2d & 4th Fri., 7 p.m., Mitchell Hall, N.E. cor. of Main st. Public Square, O
J. W. Olinger, 427 N. Pierce st. O
W. H. Warner, 626 Delphos av. F & I
- 679—BRIDGEBURG, ONT., meets 1st Wednes. & 3d Tues. 1 O. O. F. Hall, Richard Walsh, 1891 Niagara st., Buffalo, N. Y. O
M. H. Harvey, O
Charles Findlay, I
- 680—LIBERTY, JACKSONVILLE, TEX., meets Mon. 8 p.m., K. of P. Hall, J. S. Evans, Box 265. O
J. S. Frampton, Box 265. F
L. E. Andrus, Box 265. I
- 681—HEAD OF VALLEY, CALENTA, SEV., meets 1st & 3d Sunday, 7:30 p.m., Frank Kuchenmeister, O
Ros E. Miller, O
C. L. Himsel, I
- 682—NEW HOPE, HANNOVER, IND., meets 2nd Sun. 2 p.m. & 4th Thurs. 8 p.m., in Fraternity Hall, O
F. H. Newman, 730 Summer st. O
P. A. Luens, 730 Sibley st. F & I
- 683—JAMES LEAHY, CHICAGO, ILL., meets 2d & 4th Sunday at 1:15 East Randolph st. Hall No. 1. O
M. A. Lea, 1500 Fulton st. O
N. W. Bennett, 2426 McLean av. F
Jas. Hughes, 637 N. Springfield av. I
- 684—J. J. HASLIN, ATLANTA, GA., meets 2nd & 4th Sundays, 1:30 p.m., Redmen's Hall, 36 Central av. O
H. H. Young, R. F. D. No. 7, Woodward Station, Atlanta, Ga. O
Leo Whitley, 330 Capital av. F & I
- 685—COL. T. R. KENNEDY, CHAMBERS, BURG, PA., meets 2d & 4th Sunday 10 a.m., Trust Bldg. O
Henry Reiz, Broad st. O
U. G. Hawbecker, Camp Hill, Cumberland Co., Pa. F
T. M. Horn, 231 E. King st. I
- 686—C. E. PARSONS, BONNE TERRE, MO., meets 2d & 4th Sunday at 2 p.m. O
J. W. Renaud, O
W. Reynolds, F
Wm. Evans, I

687-COUNCIL OAK, SIOUX CITY, IOWA, meets 2d Mon. 7:30 p. m., 4th Sun. 10 a. m., Krumman's Hall, Court and Fourth sts.
H. W. Butterfield, R. F. D. No. 1, Bronson, Ia.
Wm. H. Mearl, 411 West 4th st.
John Donaldson, 1821 Court st.
688-ELIZABETH, N. J., meets 2d Sat. 8 p. m., and 4th Sun. 2:30 p. m., J. O. A. M. Hall, 236 Broad st.
Geo. R. Rowland, 600 Cherry st.
Geo. H. Squires, 15 Warren av., Roselle Park, N. J.
Michael V. Roman, 148 Court st.
689-SHOVELLE, MONTREAL, P. Q., meets 2d & 4th Sunday 2 p. m., Merchants Bank Hall, cor. St. Lawrence, Main & St. Louis sts.
G. H. Martyn, 445 St. Catherine st.
John Williams, 61 Van Horne av., Outremont Jct.
A. T. Houston, 2403 B. Mance st., Montreal Annex, P. Q.
690-WESTON, WESTON, V. A., meets every Sun. 1 p. m., City Bank Bldg., Ray Malone, 445 Main av.
J. C. Jordan, 251 N. River av.
W. T. Morgan, 24 W. 4th st.
691-ISLAND TOWN, Vt., meets 2nd & 4th Sunday, 2:30 p. m., Engineers' Hall.
G. B. McKelvey.
C. E. Foss.
John Sloan.
692-TONOPAH, NEV., meets 1st & 3d Thurs. 7:30 p. m., U. S. Hall.
G. A. Bankston, L. box 697.
G. R. B. Crystal.
O. J. Moquist, box 874.
693-A. M. KIMBALL, NEW ORLEANS, LA., meets 1st Fri. 8 p. m., and 3d Mon. 9 a. m., McMahons' Hall, Calhoun and Dryades sts.
V. L. Ulmer, 2514 First st.
C. Robert Ligon, 2812 First st.
H. A. Meegel, 4029 Palmira st.
694-SHEERBROOKE, P. Q., meets 1st & 3d Sunday, 1:30 p. m., Odell's Hall, 67 Wellington st.
C. A. Martyn, Grant Central Hotel.
C. E. W. Gibson, 142 Goodhue st.
695-MINOT, N. B., meets 1st & 3d Sun., 2 p. m., K. of P. Hall.
Fred Almy, 418 Main st.
Jos. Crow, 425 Victoria st.
Dan D. Sweeney, 608 So. Ward st.
696-CORRAHEE, ATLANTA, GA., meets every Sat. 2:30 p. m., Red Men's Wigwam, 86 Central av.
J. M. Costner, 408 Gordon st.
G. B. Beauchamp, 237 S. Boulevard.
F. H. P. Wooten, 238 Crew st.
697-FRANCAI, LOUISVILLE, MISS., meets 1 & 3 Sun., 3 p. m., 2 & 4 Wed., 8 p. m., Ben. Hall, Broad & 3d.
J. M. Wood, New Albany, Miss.
A. E. Glover.
J. B. Reynolds, New Albany.
698-BIG SANDY, ASHLAND, KY., meets 2d & 4th Sundays, 1:30 p. m., Workmen's Hall, 15th st., & Greenup av.
T. C. Songer, 130 E. Winchester st.
C. B. Wesley, 1226 E. Winchester av.
699-LITTLE SIOUX, CHEROKEE, I. A., meets 1st & 3d Sunday, 2 p. m., Maecabee Hall.
L. P. Nelson, 525 W. Cedar st.
W. A. Wallace, 802 W. Cherry st.
700-O. W. MOON, BAKER CITY, ORE., meets 1st & 3d Sat., 7:30 p. m., Eagles Hall, Front st.
U. S. Carpenter, 1035 4th st.
Frank M. Shortliff, 419 Front st.
701-M. W. TADLE, COTTLE, ARK., meets 2d & 4th Sun. 7:30 p. m., K. of P. Hall.
C. A. Schultz.
C. D. Elliott, 612 E. Main st.
W. G. Dycus.
702-OWSONO, MICH., meets 2d & 4th Sun., 2 p. m., Burke's Hall.
F. G. Palephier, 307 Ball st.
C. R. Pillars, 612 E. Main st.
703-JOHN B. LEE, TEAGUE, TEX., meets Sunday 9 a. m., Headlee Hall.
G. P. Stillwell.
J. M. Stevens, Box 254.
A. Zannon, Box 198.
704-SAN RAFAEL, CAL., meets 2nd & 4th Tues. in Elmrich Hall.
J. F. Manney.
J. J. Keating, Sausalito, Cal.
H. D. Grant, 171 Mission st.
705-EPHRAIM, CLAREY, HARRISBURG, PA., meets 1st Sun., 1:30 p. m., & 3rd Wed., 7:30 p. m., Facklers Hall, 13th & Derry sts.
Jeremiah Showers, 324 So. 14th st.
Hiram Swallows, 108 Rutina st.
706-H. E. WILSON, FITZGERALD, GA., meets every Sun. 2 p. m., K. P. Hall.
W. M. Martin, 301 N. Main st.
C. John Lee, 408 S. Grant st.
G. N. Morton, 68 Hicwest., Waycross, I.

707-NORRIS CITY, NORRISTOWN, PA., meets 1st Sat. 7:30 p. m., and 3d Sun. 1:30 p. m., Odd Fellows Temple, 280 West Main st.
Harry G. Hanes, Bridgeport, Pa.
J. F. Westcott, 45E 1st Bridgeport, Pa.
Alex. Coull, 1029 Airy st.
708-JOHN W. KEE, KANSAS CITY, KANS., meets 1st Tues. 7:30 p. m., & 3d Mon. 2:30 p. m., Motter's Hall, 10th st.
Jas. T. Gleason, 1221 Washington st., Kansas City, Mo.
Jos. W. McDonald, 19 So. Ferriss st.
M. Balier, 1237 Pennsylvania ave.
709-BROOKS, HIGHLAND, N. Y., meets 2nd & 4th Sun. 3 p. m., Odd Fellows' Hall, 299 Chenango st.
J. H. Cooper, 221 Chenango st.
Chas. F. Whitaker, 205 Robinson st.
T. McMahon, 13 Pine st.
710-JOHN C. FOX, JANEVILLE, WIS., meets 2nd & 4th Sun. 2 p. m., East Side Odd Fellows' Hall.
J. G. Gregory, 214 Washington st.
Thos. F. Fox, 551 Pleasant st.
711-INDIOWHA, MUSKOGEE, OKLAHOMA, meets 2d & 4th Sundays 2 p. m., W. O. C. Hall, 1124 S. Main st.
J. E. Stewart, 607 S. B. st.
M. N. Tatum, 143 E. Okmulgee.
Albert Jett, 201 Frankfort st.
712-JEFF, JEFFERSONVILLE, IND., meets 1st Sunday 9 a. m. & 3d Friday at 8 p. m., Elk's Hall.
Geo. Wetzel, 2938 W. Market st.
Louisville, Ky.
A. M. Crandall, 819 E. Court av.
John Hutchison, 1810 Duncan st., Louisville, Ky.
713-M. KEO, SALT LAKE CITY, UTAH, meets 1st & 3d Wed. 8:30 p. m., Odd Fellows' Hall, Market st.
J. A. Bywater, 3058 Vernon av., Sugar, Utah.
H. W. Anderson, 903 West 2d st.
J. W. Stewart, 390 W. 2d North.
714-A. F. SOUTHWORTH, CHARLESTON, W. VA., meets 1 & 3 Sun., 9:00 a. m., I. O. O. F. Temple, Capitol & State sts.
J. A. & J. C. Collins, Quincy, W. Va.
C. Allen Hartley, 801 Morris st.
F. G. Joachim, Quincy, W. Va.
715-SASKATOON, SASK., CAN., meets 2d & 4th Sun., Masonic Hall.
James Shuttleworth.
A. E. Fraser, box 678.
C. H. Lewis, box 362.
716-BATTLE RIVER, NORTH BATTLE FORD, SASK., CAN., meets 20 o'clock, Sears Hall.
A. H. Gregory.
Ernest Coppock.
F. R. Dobson.
717-IRVING, ALBUQUERQUE, N. M., meets 1 & 3 Sun. 11:30 p. m., A. P. Hall, Broad & 3d.
F. F. Starr, 243 Telfair st.
W. F. Kuhke, 352 Green st.
E. E. Clary, 729 Center st.
718-PALM LEAF, CARDENAS, SAN LUIS POTOSI, MEX., meets every Mon. 8 p. m., France Hall.
J. G. Keller.
F. S. Hall, 1226 E. Main st.
G. S. Stephenson, Chas. 32.
719-ST. QUENTIN, COLUMBUS, MISS., meets every Thurs. 7:45 p. m., Fraternit Hall, Main & 14th sts.
O. H. Brown, 409 North 13th st.
J. W. Beadle, 1502 S. 4th av.
W. H. Colborn, 426 S. 15th st.
720-LINCOLN, SPRINGFIELD, ILL., meets 1st & 3d Tues. 7:30 p. m., Odd Fellows Bldg., 7th floor, cor. 4th & Monroe sts.
Wm. Watson, 1124 So. 8th st.
Israel Seranton, 637 W. Edwards st.
S. G. Brecont, 200 Bradford st., Decatur, Ill.
721-E. A. SHIPLEY, OKLAHOMA CITY, OKLA., meets 1st and 3rd Mon. 2 p. m., & 2d & 4th Mon. 7:30 p. m., B. of L. E. Hall, Robinson & Potts sts.
C. W. McKinnon, 224 Choctaw st.
E. Smith, 1001 S. Robinson st.
J. Quinn, 407 Pott st.
722-JOHN WONDERLY, CARROSDALE, PA., meets 1st & 3d Sun. 2:30 p. m., Leader Hall.
M. N. Myers, 7 Porter av.
J. A. Norris, 15 Chestnut av.
Allen Sheare, 88 Park st.
723-TERAGANT, NORTH RAY, ONT., CAN., meets 1st & 3d Sun. 2 p. m., in their hall, McIntyre st.
F. Morgan.
Neil Currie, box 8.
James Wilson, box 841.
724-L. R. HAMMOND, VILLA GROVE, ILL., meets every Sunday at 2 p. m., in Eagles' Hall.
E. F. Ebelmesser.
G. R. Owen.
Robert Schick.

725-CHAS. HAMILTON, WALNUT SPRINGS, TEX., meets 1 & 3 Saturday, 8 p. m., K. of P. Hall.
John Uloth.
J. E. Lindquist.
726-ABERDEEN, S. DAK., meets 2nd & 4th Sun., Odd Fellows Hall.
James Kehoe.
Wm. Aggas, 1048th av. E.
A. R. Davidson, 407 3d St., So.
727-STERLING, COLO., meets 1st & 3d Sat., 7:30 p. m., Red Men's Hall.
C. J. F. Hartson.
G. H. Morrison.
G. P. Ludwig, Box 361.
728-GEORGINA BAY, FERRY, S.O.S.D., ONT., meets 1st & 3rd Sun. 2 p. m., Odd Fellows Hall.
Wm. Moore, Box 264.
A. T. Granger.
J. W. Findlay, Box 503.
729-L. L. MAJOR, HATTIESBURG, MISS., J. U. Messer.
C. J. Cox, 708 Second st.
W. A. Bennett, 607 East 2d st.
730-LAKENOST, ALTOONA, PA., meets & 8 Sun., 2 p. m., & 4 Fri., 7:30 p. m., Odd Fellows' Hall, 6th and 4th sts.
T. E. Kearns, 608 7th st.
C. R. Dibert, 801 Howard av.
J. J. Conrad, 13 Milton Apartments, 8th & 12th sts.
731-JEFF N. MILLER, KINGSVILLE, TEXAS, meets 2 & 4 Sunday, at 2 p. m., in Workers' Hall.
H. A. Brishin.
W. J. Jordan.
W. T. Willmson.
732-W. C. HAYES, PORT JERVIS, N. Y., meets every other Friday, 2 p. m., in Engineers' Hall.
N. W. Wellman, 4 Mt. William st.
Timothy Cox, 27 Buckle st.
733-HIGH DRY, PALESTINE, ILL., meets 1st & 3d Sun., 2 p. m., K. of P. Hall.
H. D. Sisson.
E. L. Bruce, L. Box 325.
Frank Nigh.
734-HIGHLAND, DENVER, COLO., meets every Tuesday, 7:30 p. m., Liberty Hall, 1539 Platte st.
F. L. McCartney, 3106 Fife Court.
T. Hincheliff, 2253 West 94th av.
Chas. Christensen, 2822 Bryant st.
735-YAQUI, CLAYMAN, MEX., meets every Sun. 7:30 p. m., Masonic Hall, Ed Shepard, Box 72.
T. S. Brooks, Box 72.
J. M. Ritz, Nogales, Ariz.
736-LAKE WICHITA, WICHITA FALLS, TEX., meets every Wed. 8 p. m., K. of P. Hall.
M. H. Harwise, Box 181.
J. W. Carithers, Box 63.
C. E. Bennett, 1101 Burnett st.
737-LAKE DAUPHIN, DAUPHIN, MAN., meets 1st Sunday 14:30 o'clock & 3d Friday 19:30 o'clock, I. O. F. Hall.
Jas. M. McLeod.
Donald W. Campbell.
Jas. H. Arnold.
738-ARKANSAS, EL DORADO, ARK., meets every Sunday, 7 p. m.
Pat Eagan.
J. P. Haffey, Box 14.
G. C. Moore.
739-KERN VALLEY, BAKERSFIELD, CAL., meets 2d & 4th Wed. 8 p. m., Maude's Hall.
Oscar F. Phillips, 1911 17th st.
J. G. Fraser, 1803 16th st.
740-P. KILDEFF, PRATT, KANS., meets every Sun. 2 p. m., M. W. of A. Hall.
H. H. Stamper, Liberal, Kans.
F. J. Farrington.
741-WAYNE, ORRVILLE, O., meets 2nd Wed. 7:30 p. m., and 4th Sunday, 1:30 p. m., B. of R. T. Hall, Fife Bldg.
Wm. G. Lamb, 23 N. Monroe av.
Columbus, O.
Jas. A. Bowers, Box 61.
742-E. W. RICHMOND, TRAVERSE CITY, MICH., meets 2d & 4th Sun., 3:30 p. m., Odd Fellows Hall.
Fred Beamish.
Warren Cooper, 718 S. Union.
743-SHENANDOAH VALLEY, ROANOKE, VA., meets 2d & 4th Sun. 9:30 a. m., I. O. O. F. Hall, Jefferson st.
H. E. McDonald, 1019 5th av. N. W.
J. E. Webb, 802 7th av. S. E.
744-PAINTED ROCK, THREE FORKS, MONT., meets 1st & 3d Sunday, 2 p. m., & 4 Mon., 7 p. m., B. of L. E. Hall.
Wilbur Davenport.
Wilbur McKenna.
S. A. Jorgensen, Three Forks, Mont.

745—B.C. WHELAN, CLEVELAND, O. meets 1 Sunday, 8:30 a. m., and 8 Friday, 8 p. m., Hanna block, Woodland & East 4th sts.
Jno. W. Chisholm, 8100 Linwood av. O
Jno. H. Carrow, 1217 East 118th st. F
Wm. Still, 1764 E. 11st st. I

746—JAMES RIVER, JAMESTOWN, N.D., meets 1st & 3d Sat. 8 p. m., Foresters' Hall.
D. C. Wood
John T. Wantland F & I

747—SHANROCK, MIMICO, ONT., meets 1 Tuesday, 2:30 p. m., and 3 Tuesday, 7:30 p. m., New Toronto Hall.
Alexander Mitchell O
Harold P. Wilson F
William Hastings I

748—CAMPAÑA, TUCUMCARI, N. MEX., meets every Mon. 2:30 p. m., Old First National Bank Bldg.
J. B. McAlpine O
E. E. Clark, Box 498. F & I

749—W. B. BEST RAINY RIVER, ONT., meets 2 and 4 Sunday, 2 p. m., B. of L. E. Hall.
P. J. Nolan O
D. P. Johnston F
F. J. Allen, Box 169. I

750—LETHBRIDGE, ALBERTA, CAN., meets 1 and 3 Sundays, 2 p. m.
O. G. F. James, box 438. O
James Wallwork, box 228. O
George McNabb, box 501. I

751—GEO. F. PURKEY, GANSAWAY, W. VA., meets 1 and 3 Sun.-ay, 7:30 p. m., Lynch's Hall.
Joseph Daugherty O
S. E. Smith, box 122. F
William Johnson I

752—KENSINGTON, N.Y., meets 1st & 3d Sun. 2 p. m., Select Knights' Hall, Broadway & Partition st.
N. Y. O
W. L. Grinton, 141 N. Boulevard, Alban, N. Y. O
D. S. Forgue, 20 Green st. I

753—CITADEL, QUEBEC, P. Q., meets 2 and 4 Sunday, 2 p. m., B. of R. T. Hall, St. Joseph st.
H. O. Blanchet, 132 St. Marguerite st. O
John McCoer, 129 Des Fossils st. F & I

754—SOUTHERN INDIANA, TERRE HAUTE, IND., meets 1 and 3 Monday, 7:30 p. m., Mahan Hall, 17th and Hulman sts.
John Garrity, 1809 Washington ave. O
W. R. Barnes, 1600 College av. F & I

755—CALCARIET, DE QUINCE, LA., meets 1st and 3d Sunday, 3 p. m.
J. J. Hennen O
B. Hayes. F & I

756—CANAL ZONE, CRISTOBAL, C. Z., PANAMA, meets 1st Sun. 1 p. m., in Cristobal, and 3d Sun. 1 p. m., in Las Cascas.
A. C. Stone, Las Cascades, C. Z. O
Panama. O
Harry H. Viall, Las Cascades, C. Z. F
W. H. Buckius, Pedro Miguel, C. Z. I
Panama. I

757—CASCADE, NEW CASTLE, PA., meets 2d & 4th Tues. evening, K. P. Hall.
S. A. Barnes, N. Cedar st. O
A. G. Matthews, W. Clayton st. F & I

758—R. C. MORRIS, VANCOUVER, WASH., Robert Wagner, Irving Hotel, Portland, Ore. O
Fred C. Wager, 636 Florence st., Portland, Ore. O
N. W. Rice, 906 Ingals st. I

759—CAM. WITHERSPOON, GREENS BORO, N. C., meets every Mon. 2 p. m., Greensboro Nat. Bank Bldg.
J. J. W. Harris, 317 Walker av. O
J. A. Parker, Pomona, N. C. O
W. M. Perdue, 360 S. Ash st. I

760—LACKAWANNA, F. STROUDSBURG, PA., meets 1st Sun. 2:30 p. m. & 3d Sun. 10 a. m., I. O. O. F. Hall, Cortland & Crystal sts.
O. H. Travis O
W. Homer Lee, Box 26. F
Edwin M. Weiler, L. Box 613. I

761—MUSKELSHILL, MILES CITY, MONT., meets 2d & 4th Sun. Wibeaux Hall.
Wm. Chambers, Box 373. O
Thos. Brown F
Olie Christopherson I

762—F. A. BURGESS, MEMPHIS, TENN., meets every Sun. 9:30 a. m., Graves Hall, cor. McLamore & Rayburn av.
J. W. Stokes, 1401 Florida st. O
G. J. Grimm, 1065 Barton av. F
W. A. Chrisman, 1028 Patton st. I

763—W. A. THOMPSON, FAIRVIEW, OKLA., meets 1st & 3d Wednesday, 2:30 p. m., Brown's Hall.
H. H. Rodman, Box 711. O
Jas. A. Jones, Box 711. F
A. Gulletly, 638 St. Francis av., Wichita, Kans. I

764—TRANSCONA, MELVILLE, SASK., CAN., meets 2d & 4th Sun. 2 p. m., Melville Hall.
Robt. P. Corrigan. O
McTavish. F
J. E. Burns. I

765—T. M. SALMON, FERRIDAY, LA., meets every Sun. 7 p. m., City Hall.
R. I. Ragland. O
S. A. Jones. F
S. K. Dixon, Bastrop, La. I

766—MT. CHARLESTON, LAS VEGAS, NEV., meets 1st & 3d Tues. 2 p. m. & 2d & 4th Tues. 7 p. m., Hickey's Hall.
Chas. Ireland. O
Geo. H. Badenhausen. F
W. E. Collins. I

767—PORT MORRIS, N. J., meets 1st Sun. 7:30 p. m., 3d Sun. 2 p. m., Union Hall.
Richard Trevis, Box 31. O
E. Fick, Box 37, Stanhope, N. J. F & I

768—THIEF RIVER, THIEF RIVER FALLS, MINN., meets 1st & 3d Sun. 10 a. m., Masonic Hall.
A. C. McLane. O
W. A. Boreen. F & I

769—SANFORD, FLA., meets 1st & 3d Sun. 2:30 p. m., Masonic Hall.
Louis Roberts. O
M. A. Miot, 312 Oak ave. F & I

770—ALACHUA HIGH SPRINGS, FLA., meets every Sun., 9 a. m., Masonic Hall.
C. R. Rice. O
W. Trammell. F & I

771—LACY, NEW BERN, N. C., meets 1st & 3d Sun. 2 p. m., K. of P. Hall, cor. Hancock & Broad.
J. H. Neal, 11 Union st. O
J. D. Whitford, 123 Craven st. F
Geo. R. Dunn, 150 Middle st. I

772—ALBERT W. ROTH, PITTSBURG, PA., meets 2d & 4th Sun. 2 p. m., I. O. O. F. Hall.
R. E. Jackson. O
J. L. Danley. F & I

773—FORT PIERCE, FLA.

774—JALISCO, GUADALAJARA, MEX., meets 1st & 3d Sun. 8 p. m., Masonic Hall.
J. J. Gannell, 475 Calle de Tolosa. O
J. L. Tiley, Ave. Espana 9, Colonal Moderna. F
W. S. Knox, 469 Ave., Colon. I

775—CITY OF ROSES, VICTORIA, TEXAS, meets 1st & 3d Sun. I. O. O. F. Hall.
E. A. Krause, Box 612. O
H. Ashworth. F
V. E. Hannig. I

776—W. M. PAUL, GALVESTON, TEXAS, meets 1 & 3 Sun. 2:30 p. m., Red Men's Hall, 21st & Market sts.
M. McGranham, Box 21. O
H. Lemmerman, 3017 M st. F & I

777—OZONE, HOGANSA, LA., meets every Sun. 1 p. m., K. of P. Hall.
Chas. Reed. O
R. F. Hibbs. F
E. B. Stafford. I

778—W. W. HILL, DES MOINES, IA., meets 2d Sun. 10 a. m., & 4th Mon. 2 p. m., Small K. P. Hall, N. E. cor. 8th and Locust sts.
W. E. Morris, 1420 Woodland ave. O
E. J. Kehms, 410 Gray st. F
J. Steens, Council Bluffs, Ia. I

779—JAS. A. HUKS, MANCHESTER, GA., meets 1 & 3 Sun. 1:30 p. m., over Matthews store.
Chas. Faulk, LaGrange, Ga. O
E. H. Judge, Fitzgerald, Ga. F & I

780—ETREKA, ETREKA SPRINGS, ARK., meets 1st & 3d Sun. 1 p. m., K. of P. Hall.
C. H. Hill, 64 H. H. H. ave. O
W. F. Dobbins, 19 Singleton st. F
A. A. McQuay, Leslie, Ark. I

781—W. R. LITTON, JOHNSON CITY, TENN., meets every Sun. 2:30 p. m., K. of P. Hall.
W. W. Page O
J. F. Meredith. F & I

782—KNOXVILLE, TENN., meets 1st & 3d Sun. 2 p. m., French & Roberts' Hall, 64 & 1st st.
Wm. Farrar, 1624 Highland ave. O
Jos. H. McCarty, 307 Cornell av. F & I

783—HARLEM, WHITE PLAINS, N. Y., meets 1st Fri. and 3d Sun., Odd Fellows' Hall.
John Allen, 88 Central ave. O
John J. Hayden, 23 So. 7th av., Mt. Vernon, N. Y. F & I

784—MALDEN, WASH.
L. H. Truesdell. O
E. H. Talmadge, Box 188. F
C. R. Swift. I

785—PRINCETON, W. VA.

786—MACON, GA., meets 1st & 3d Thurs. eve., I. O. O. F. Hall.
J. I. Whiddon. O
Chas. E. Vance. F & I

General Committees of Adjustment

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John R. Omit, Sec., Station A, Somerset, Ky.
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Robert A. Stump, Sec., 622 W. 78th st., Chicago, Ill.
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Wilson Martin, Sec., 1118 W. Onondaga st., Syracuse, N. Y.
D. & H. CO.—S. O. Roney, Chr., Box 187, Salida, Colo.
O. B. King, Sec., Box 243, Glenwood Springs, Colo.
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W. J. Green, Sec., Proctor, Minn.
Thomas A. Riley, Sec., Middleport, O.
Crocker st., Houston, Tex.
O. J. Waddell, Sec., 236 E. Baker st., Ennis, Tex.
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John A. Pyle, Sec., 2348 E. High st., Springfield, O.
DULUTH, NORTHERN ATLANTIC & MINERAL RANGK.—Geo. D. McCormick, Chr., 442 W. Washington st., Marquette, Mich.
A. L. Rose, Sec., 114 West Prospect st., Marquette, Mich.
EL PASO & SOUTHWESTERN.—J. H. Prothro, Chr., 1709 Missouri st., El Paso, Tex.
H. A. Ruddledston, Sec., Douglas, Ariz.
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W. H. McCannan, Sec., Box 170 Susquehanna, Pa.
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J. W. O'Neill, Sec., 1307 Bluff st., Wichita Falls, Texas.
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J. W. Morrill, Sec. & Treas., Pacific Mo.
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H. S. Landis, Sec., L. Box 491, Hilliard, Wash.
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Geo. R. Henderson, Sec., 6118th ave., Grand Rapids, Mich.
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J. S. Johnson, Sec., Box 641, Galt, Ont.
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F. C. Dangleizen, Sec., 417 N. 6th st., Temple, Tex.
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Chas. Barnard, Sec., Gulfport, Miss.
HALIFAX & SOUTHWESTERN.—W. R. Barnfather, Chr., Bridgewater, N. S.
H. Gillander, Sec., Bridgewater, N. S.
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R. F. Brumback, Sec., 1007 N. McKinley st., Ennis, Tex.
HURON EAST & W. TEXAS.—E. Lever Rubin, Chr., 811 Henderson st., Houston, Tex.
E. M. Murphy, Sec., 1404 Webster st., Houston, Tex.
ILL. CENTRAL.—C. J. Singleton, Chr., 2403 Pine ave., Mattoon, Ill.
H. P. Estey, Sec. & Treas., 50 Franklin st., Waterloo, Ia.
INTERCOLONIAL OF CANADA.—J. W. Nairn, Chr., Truro, N. S.
F. H. Probert, Sec., Weldon st., Moncton, N. B.
INTERNATIONAL & GREAT NORTHERN RY.—R. F. Wright, Chr., care of Wright & Kendall, real estate agents, Palestine, Texas.
L. E. Burkhead, Sec., Palestine, Tex.
INTEROCEAN C. RY., OF MEXICO.—W. J. Shanks, Chr., 414 Venegas st., Mexico City, Mex.
H. A. Hobart, Sec., Plazuela Galeana Num 5, Jalapa, V. C. ex.
IOWA CENTRAL.—Wm. Jennings, Chr., 683 W. Bornewest, Marshalltown, Ia.
O. O. Cole, Sec., Oshkosh, Ia.
KANAWHA & MICHIGAN.—H. H. Hill, Chr., Middleport, O.
Thomas A. Riley, Sec., Middleport, O.
KANSAS CITY, MEXICO & ORIENT.—C. E. Fox, Chr., Box 711, Fairview, Okla.
A. Galtby, Sec., 538 St. Francis ave., Wichita, Kans.
KANSAS CITY SOUTHERN RY.—W. O. Vann Pelt, 1312 N. Snellier ave., Pittsburg, Kan.
W. H. Barber, Sec. & Treas., Box 367, Miami, Ark.
LEHIGH VALLEY.—F. J. Smith, Chr., 22 Park st., Allentown, Pa.
J. R. Hoffman, Sec., 5 Boltwood st., Jersey City, N. J.
LAKE ERIE, ALLIANCE & WHEELING.—E. Prouty, Chr., 308 N. Union ave., Alliance, O.
L. E. & W.—Geo. Rodman, Chr., 204 W. 6th st., Peru, Ind.
Jas. Cranston, Sec. & Treas., 644 W. 8d st., Fort Wayne, Ind.

LONG ISLAND.—L. Gilson Griffing, Chr., 114 Ryder av., Patchogue, N. Y.
H. Ashmud, Sec., 107 Smith st., Jamaica, N. Y.
LOUISIANA & ARKANSAS.—D. Lineham, Chr., Minden, La.
A. G. Harris, Sec., Box 765 Minden, La.
L. S. & M. S.—W. T. Colter, Chr., 123 Gibbons st., Toledo, O.
F. S. Fernandez, Sec., 246 Laurel st., Buffalo, N. Y.
L. & N.—T. J. Bissett, Chr., 1612 5d ave., Birmingham, Ala.
Neville W. Duval, Sec., 962 6th st., Louisville, Ky.
LA. RY. & SAV. CO.—A. J. Schmidt, Chr., 1022 Abbie st., Shreveport, La.
MACKENZIE HANN RY. SYSTEM.—(Can. Northern, West of Port Arthur; Can. Northern & Ont. Ry.; Can. Northern & Quebec Ry.; Can. Nor. Eastern Lines, Sudbury to Quebec; Quebec & Lake St. John, Ry.)
W. B. Best, Chr., Gault House, Portage avenue, Winnipeg, Man.
J. M. McLeod, Vice Chr., Can. Nor. Ry., Darnshire, Man.
Wm. Crawford, Sec., (West of Port Arthur) 49-2 Wardlaw av., Winnipeg, Man.
S. White, Asst. Sec., (Eastern Lines) Sudbury to Quebec, 1887 St. Catharines st., Hochelaga, Montreal, P. Q.
MAINE CENTRAL RY.—Irr. A. Turner, Chr., 71 James st., Bangor, Me.
D. C. West, Sec., Old Town, Me.
RICH. CENTRAL.—J. A. Deen, Chr., Grayline, Mich.
C. Lawrence, Sec., 70 Southwick st., St. Thomas, Ont.
M. ST. P. & S. R. (800 LINE).—Geo. S. Jones, 359 24th av., N. E., Minneapolis, Minn.
Geo. W. Ward, Secy., Gladstone, Mich.
R. R. & T.—J. W. Corn, Chr., 129 E. Texas st., Denison, Tex.
J. A. Chalacombe, Sec., 422 E. 7th st., Sedalia, Mo.
M. & O.—H. A. Jemond, Chr., 1708 Division av., E. St. Louis, Mo.
Chas. H. Brown, Sec., 409 N. 13th st., Columbus, Miss.
MINN. & ST. L.—C. E. Barton, Chr., 1234 Mary Pl., Minneapolis, Minn.
M. A. Doherty, Sec., 614 4th ave., So. Ft. Dodge, Ia.
MINN. RY. TRANSFER CO.—Sam. Howat, Chr., 2125 St. Anthony av., Merriam Park, Minn.
MOBILE, JACKSON & KANSAS CITY.—A. M. Tully, Chr., Broad and Georgia sts., Mobile, Ala.
E. Tidwell, Sec., New Albany, Miss.
N. PAC.—H. Grover, Chr., 2218 Nebraska av., St. Louis, Mo.
C. R. Raymond, Sec. & Treas., Box 559, Atchison, Kan.
NATIONAL RAILROADS OF MEXICO.—G. W. Rice, Chr., care German American Hotel, Plazuela Buena Vista 131, Mexico, D. F.
J. F. Barbour, Sec. & Treas., 6a Guerrero 118, Mexico, D. F.
NEW ORLEANS, GREAT NORTHERN.—Thos. Gusman, Chr., Folsom, La.
F. B. Stafford, Sec., Bogalusa, La.
NOR. & WEST.—A. M. Cousins, Chr., 135 N. Park st., Norfolk, Va.
J. E. Henley, Sec., 122 Windsor av., Norfolk, Va.
NOR. PAC.—Fred Morgan, Chr., Peddler Hotel, Spokane, Wash.
Wm. T. Nickels, Sec., Dickinson, N. D.
N. Y. C. & H. R.—J. M. Watson, Chr., 238 Fifth st., Syracuse, N. Y.
E. McCarty, Sec., 308 Howard st., Syracuse, N. Y.
N. Y. C. & ST. L.—H. I. Phipps, Chr., Bellevue, O.
H. E. Fox, Sec. & Treas., 620 State st., Connecticut, O.
N. Y. & N. H. & H. F. S. Evans, Chr., 96 Winter st., Norwood, Mass.
G. H. Withersell, Sec., 82 First st., New Haven, Conn.
N. Y. & O. & W.—Wm. Grady, Chr., 266 West Fifth st., Oswego, N. Y.
F. B. Case, Sec. & Treas., Box 251, Cornwall-on-Hudson, N. Y.
N. C. & ST. L.—J. H. Welch, Chr., 411 Luckie st., Atlanta, Ga.
J. H. Habacker, Sec. & Treas., 1005 So. 11th st., Paducah, Ky.

30—KEYSTONE, ALLEGHENY CITY, PA., meets 2d & 4th Thursday, 2 p.m., B. L. E. Hall, cor. Bidwell & Pennsylvania. P
Mrs. L. Richey, 3546 College av., Pitts-
burgh, Pa.
Mrs. J. W. Keys, 1001 11th st., Beaver
Falls, Pa.
Mrs. Geo. Wilson, 1317 Adams st. I

31—BETTER HALF, ATLANTA, GA., meets
2d & 4th Thurs., at 2:30 p. m., K. P.
Hall, 8 Pryor st.
Mrs. Geo. D. Kitchens, 499 S. Pryor st.
Mrs. Jos. C. Henderson, 456 Locke st.
Mrs. E. S. Andrus, 490 Capitol av. I

32—SILVER STAR, GRAND RAPIDS, MICH.,
meets 1st & 3d Thu., 2 p.m., B. of L. E.
Hall, cor. 8 Division & Sycamore st.
Mrs. Effie Boltz, 648 So. Division st.
Mrs. Thos. Healey, 725 Fifth av.
Mrs. Mary Platt, 752 Jefferson av. I

33—FALL BROOK, CORNING, N.Y., meets
1st & 3d Wednesday, 2 p. m. in Odd
Fellows Temple, E. Erie av.
Mrs. P. B. Hildreth, 141 1st st.
Mrs. Fred Braeger, 339 E. 1st st.
Mrs. Jesse Newell, 65 E. 1st st. I

34—GRAND RIVER, TRENTON, MO., meets
2d & 4th Tuesday, 2:30 p. m., B. L. E.
Hall, Water st.
Mrs. Lizzie Haring, 400 Custer st.
Mrs. Mae Allen, 250 1/2 Union av.
Mrs. Weltha Collier, 508 College av. I

35—ECLIPSE, BELLEVUE, O., meets alternate
Thursdays, at 2 p. m., B. L. E. Hall,
Killebrew st.
Mrs. G. C. Muller, 138 Harkness st.
Mrs. G. E. Pitcher, R. F. D. No. 4.
Mrs. David Stetler, 400 E. Main st. I

36—UNITY, DANVILLE, ILL., meets 2d &
4th Thursdays, at 2:30 p. m., in
Eagles Hall, 112 Vermillion st.
Mrs. W. H. Dowker, 2207 Cannon st.
Sta. B.
Mrs. J. N. Powell, 14 Bramer ave.
Sta. B.
Mrs. A. S. Underwood, 4 Stronge st.
Sta. B. I

37—QUAKER CITY, PHILADELPHIA, PA.,
meets alternate Wednesdays, at 2:30
p.m., Davis Hall, 3630 Lancaster av.
Mrs. Frank Miller, 3822 Brown St.
Mrs. S. Pine, 3908 Fairmount av.
Mrs. Amelia Harvey, 3736 Lancaster
av. I

38—CLIFTON, ERIE, PA., meets 1st & 3d
Tuesday, 2:30 p. m., B. L. E. Hall.
Mrs. W. H. O'Brien, 205 E. 18th st.
Mrs. C. F. Klefer, 410 Walnut st.
Mrs. A. W. Diley, 702 E. 21st st. I

39—PRAIRIE CITY, TERRE HAUTE, IND.,
meets 1st & 3d Wednesday, 2:30 p.m.,
Swope Block, cor. 7th & Ohio sts.
Mrs. Edward Shea, 635 N. 9th st.
Mrs. G. E. Vigness, 940 N. 9th St.
Mrs. W. C. Davis, 229 N. 9th st. I

40—GOLDEN SEAL, PARSONS, KAN., meets
1st & 3d Thursday, at 2:30 p. m., in
B. L. E. Hall.
Mrs. Carrie B. Downs, 1719 1/2 Main
st.
Mrs. Harry Davis, 2411 Main st.
Mrs. H. F. Freger, 1820 Kennedy av. I

41—MARQUETTE, MARQUETTE, MICH.,
meets 1st & 3d Wednesday, 2:30 p.m.,
Keough's Hall, Washington st.
Mrs. J. Brown, 204 Adams st.
Mrs. Jas. A. Pearce, 341 Bluff st.
Mrs. W. D. Reany, 742 Bluff st. I

42—FIDELITY, CONNEAUT, O., meets 1st &
3d Thurs., 2 p.m., Odd Fellows' Hall,
Culp Bldg.
Mrs. M. C. Bullfinch, 139 Poplar st.
Mrs. Wesley Bartlett, 522 State st.
Mrs. Ella B. Laughlin, 648 State st. I

43—MAGIC CITY, MOREHEAD, MO., meets
1st & 3d Wednesday, 2 p.m., Stamm's
Hall, cor. Reed & Williams st.
Mrs. H. Turner, 818 West Rollins st.
Mrs. J. H. Sims, 800 West Reed st.
Mrs. Geo. Morsey, 314 E. Rollins st. I

44—CORONA, PUEBLO, COLO., meets 1st
& 3d Wednesdays, 2:30 p. m., in K.
of C. Hall, So. Union.
Mrs. Hattie A. Reilly, 617 E. Evans av.
Mrs. E. B. Ash, 619 E. Routh av.
Mrs. W. B. Montgomery, 721 Green-
wood st., Canon City, Colo. I

45—GOOD CHEER, GREEN BAY, WIS.,
meets 2d & 4th Wed., 2:30 p.m., K. of
P. Hall, cor. Main & Washington sts.
Mrs. H. L. Nichols, 122 S. Ashland av.
Mrs. Chas. Baker, 716 Ashland av.
Mrs. P. H. DeGuire, 840 Crook st. I

47—GENEROSITY, LITTLE ROCK, ARK.,
meets 2d & 4th Friday, at 2:30 p.m.,
O. R. C. Hall, 1000 1-2 Markham st.
Mrs. Chas. Seymour, 1100 North st.
Mrs. J. A. Lovelace, 218 S. Cross st.
Mrs. Mary Mangie, 1413 W. 4th st. I

48—A. REASNER, HOHOKES, S. J., meets
1st & 3d Wednesday, at 2:30 p. m., in
Reinken's Hall, 127 Hudson st.
Mrs. A. C. Yard, 21 N 7th st., Newark P.
Mrs. C. O. Taylor, 130 Ogden av.
Mrs. C. City, N. J.
Mrs. W. Umpleby, 623 4th st., Wee-
hawken, N. J. I

49—SUNFLOWER, NEWTON, KAN., meets
1st & 3d Fridays, 2:30 p. m., B. L. E.
Hall, 607 1/2 Main st.
Mrs. Eugene A. Devoroux, 324 W.
South 8d st.
Mrs. John Snyder, 807 Fifth st.
Mrs. Sarah Huntington, 312 W. 8th st. I

50—ANCHOR, CHICAGO, ILL., meets 2d &
4th Thursday, 2 p.m., in Franklin
Hall, Fraternity Bldg., 70 Adams st.
Mrs. Elizabeth Coppess, 3548 Western
P.
Mrs. C. A. Beardsley, 5612 Prairie av.
Mrs. M. L. Baxter, 3539 Washenaw
av. I

51—CRISWELL, NEWARK, O., meets 1st
& 3d Thursday, 2:30 p.m., B. of L.
E. Hall, East Main st.
Mrs. J. E. Johns, 16 Webb st.
Mrs. L. E. McManus, 159 Elmwood av.
Mrs. Ona May, 69 8th st. I

52—SUNSET, SCRIBBY, PA., meets 1st &
3d Thurs., 2:30 p.m., B. L. E. Hall.
Mrs. B. F. Kohn, 132 Spruce st.
Mrs. C. W. Hawk, 634 Susquehanna st.
Mrs. E. Bright, 643 Fourth st. I

53—COTTON STATE, MERIDIAN, MISS.,
meets 1st & 3d Wed., 2:30 p. m., B. of
L. E. Hall, cor. 40th av. & 5th st.
Mrs. J. W. Vasey, 911 29th av.
Mrs. R. T. Gilmore, 4012 South st.
Mrs. Henry Schlinger, 4018 South st. I

54—PEISERWEISS, SLATERS, MO., meets
1 & 3 Thursday, 2 p.m., Masonic Hall.
Mrs. A. Prewitt, Box 333.
Mrs. Geo. Jaques, box 294.
Mrs. Lulu Briggs, lock box 67. I

55—KENTUCKY BELLE, SOMERSET, KY.,
meets 2d & 4th Wednesday, 2:30 p.m.,
in K. of C. Hall.
Mrs. John Dikeman. P & I
Mrs. L. Lindle. I

56—QUEEN CITY, DENVER, COLO., meets
1st & 3d Wed 2 p.m. Mas'ns Hall, 161st.
Mrs. T. Hinchcliff, 2253 W. 34th av.
Mrs. R. McBride, 2028 Humboldt st.
Mrs. A. S. Ragsdale, 4520 Zenobia st. I

57—NEW ENDEAVOR, MATTOON, ILL.,
meets 1st & 3d Thursday, 2 p.m., K.
of P. Hall, Broadway.
Mrs. Dan Flynn, 801 Broadway.
Mrs. Harrie Morris, 1301 Prairie av. I

58—SIERRA NEVADA, SPARKS, NEV.,
meets 1st & 3d Tuesday, B. L. E. Hall.
Mrs. R. F. Dolan.
Mrs. E. Shopley.
Mrs. C. Houston. I

59—GRANITE STATE, CONCORD, S. H.,
meets 2d Wed. & 4th Thur., at 3 p.m.,
B. L. E. Hall, Hills Bk., N. Main st.
Mrs. E. E. Cross, 28 No. Main st.
Mrs. F. Butterfield, 14 Humphrey st.
Mrs. C. Isherty, 11 Thorndyke st. I

60—ST. LOUIS STARS, ST. LOUIS, MO.,
meets 2d & 4th Wednesday, 1:30 p.m.,
Anchor Hall, cor. Jefferson & Park.
Mrs. Julia White, 2914 Eads av.
Mrs. Clara G. Wood, 1715a Allen av.
Mrs. Chas Condeff, 3922 Arnell st. I

61—HELIC, CEDAR RAPIDS, IA., meets
1 & 3 Tues., 2:30 p.m., Canfield Hall.
Mrs. J. C. Hubert, 1828 B. av.
Mrs. F. A. Kinch, 513 So. 5th st.
Mrs. J. Sankot, 411 N 13th st. I

62—LITTLE MIAMI, COLUMBUS, O., meets
1st & 3d Tuesday, 2 p.m., Castle Hall,
Main & Third sts.
Mrs. Mary E. Cassell, 158 W. 1st av.
Mrs. Mary Leopold, 501 S. Clair av.
Mrs. Mary Louning, 772 Neil st. I

63—RESCUE, MINNEAPOLIS, MINN., meets
1st & 3d Fridays, 2:30 p. m., Masonic
Hall, cor. 25th st. and Central av.
Mrs. H. S. Martin, 2723 Polk St.
Mrs. O. E. Chapman, 2718 Filmore st.
Mrs. Sam Shepard, 2734 Polk st., N. E. I

64—WALTER A. SCOTT, ALTOONA, WIS.,
meets 1st & 3d Thu., 2:30 p.m., B. L. E. Hall,
Main & Third sts.
Mrs. T. J. Killen.
Mrs. Chas. Larson.
Mrs. Carrie Coss. I

65—VICTORIA, BLOOMINGTON, ILL.,
meets 1st & 3d Wednesday, Jacoby
Hall, 513 Main st.
Mrs. Jas. Duncan, 615 W. Locust st.
Mrs. Lee Harvey, 908 E. Jefferson st.
Mrs. M. F. Ramage, 929 N. Center st. I

66—HARVEST, BRADFORD, PA., meets
2nd and 4th Fridays, 2:30 p.m., in
Malta Hall, Main st.
Mrs. M. W. Nelson, 38 Miller st.
Mrs. G. E. Lovelace, 21 Thompson st.
Mrs. C. W. Weld, 14 Miller st. I

67—CORN CITY, TOLEDO, O., meets 2d &
4 Friday, 2 p.m., Anthony Wayne
Hall, Broadway.
Mrs. Etta Haynes, 303 Jervis st.
Mrs. Emma E. Colter, 123 Gibbons st.
Mrs. Carrie E. Marsh, 54 Knower st.
Mrs. Rose, DE SOTO, MO., meets 2d & 3d
Wednesday, 2 p.m., K. of P. Hall.
Mrs. D. J. McDermott.
Mrs. O. L. Owen.
Mrs. J. H. Rohlfing. I

68—GLENWOOD, PITTSBURGH, PA., meets
1st & 3d Thursday, 1:30 p.m., in Bar-
kers And., cor. 2d av. & Elizabeth st.
Mrs. W. J. Heberling, 215 Trowbridge
st.
Mrs. W. D. Corcoran, 60 Cust st.
Mrs. R. J. Cobough, 5518 Sunnyside st. I

69—HOLLY, SAYRE, PA., meets 1st & 3d
Tuesday, 7:30 p.m., in Talmage Hall.
Mrs. Chas. Palmer, 316 Desmond st.
Mrs. Alex. Thompson, 121 Elm av.
Mrs. P. J. Lantz, 628 N. Elm av. I

70—CITY OF HORSES, SPRINGFIELD,
MASS., meets 1st & 3d Thursday, 2
p.m., Memorial Hall, Court st.
Mrs. H. D. Vining, 72 Church st.
Mrs. Geo. Hoffman, 20 Prospect st.
Mrs. C. A. VanAlstyne, 20 Fairview
av. W. Springfield. I

71—T. S. INGRAHAM, COLLINGSWOOD, O.,
meets 1st and 3d Tuesdays at 2 p.
in K. of P. Hall, Gollamer st.
Mrs. Fannie M. Luce, 414 Manches-
ter st.
Mrs. Nina Clemens, Mars st.
Mrs. C. C. Haskins, 181 Manning av. I

72—VALLEY CITY, WEST BAY CITY, MICH.,
meets 2d & 4th Wed. 2 p.m., B. of L. E.
Hall, Mead Block, W. Midland st.
Mrs. Lizzie Keyser, 311 Erie st.
Mrs. Thos. J. Doyle, 609 N. Lynn st.
Mrs. Jennie O'Hare, 709 N. Walnut st. I

73—MRS. S. J. COVER, ALTOONA, PA.,
meets 1st & 3 Thur., 2:30 p.m., Golden
Eagle hall, cor. 9th av. & 12th st.
Mrs. J. A. Lewis, 422 3rd ave.
Mrs. A. H. Brady, 822 2nd st.
Mrs. S. W. Arble, 1920 Union av. I

74—BUCKEYE, CLEVELAND, O., meets 1st
& 3d Thursday 2 p.m., stand, Pythian
Temple, 151 Huron rd.
Mrs. J. C. Garrett, 107 1/2 Garfield av.
Mrs. C. W. Ross, 5819 E. St. Clair st.
Columbus, O.
Mrs. Anna M. Jolley, 1427 E. 49th st. I

75—GOLDEN ROD, FORT JERVIS, N. Y.,
meets alternate Friday, 7:30 p.m., in
Mendon's Hall, Pike st.
Mrs. C. H. McNaught, 24 Brooklyn st.
Mrs. Floyd Beattie, 12 Church st.
Mrs. John Knaubs, 49 Hudson st. I

76—OIL CITY, OIL CITY, PA., meets 2d &
4th Thursdays at 2 p.m., in K. of
P. Hall, Center st.
Mrs. J. Parkhurst, 111 Hoffman av.
Mrs. J. T. Smith, 40 Plummer st.
Mrs. Marion Wolcott, 56 Plummer st. I

77—CONFIDENCE, ROANOKE, VA., meets
1st & 3d Wednesdays, 2:30 p.m., Mystic
Chain Hall, Jefferson st.
Mrs. A. D. Lane, 1001 4th av. N. W. P.
Mrs. L. A. Lemon, 601 1st av. S. W. S.
Mrs. C. Fortune, 353 Campbell av. S. W. I

78—NELLIE BLV., FT. MADISON, IA., meets
alternate Thursdays, 2:30 p. m.,
Payne's Hall, Santa Fe st.
Mrs. J. T. Spink, 1125 Third st.
Mrs. F. Newkirk, 2516 Des Moines st.
Mrs. G. A. Anderson, 2139 Des Moines st. I

79—MERCHANT, CONNELLSVILLE, PA.,
meets 2d & 4th Wednesday, 2:30 p.m.,
I. O. of F. Hall.
Mrs. E. S. Marsh, 311 Pittsburg st.
Mrs. R. G. Graham, 304 E. Patterson av.
Mrs. John Layton, 401 Washington st. I

80—AGNES QUINN, KNOXVILLE,
TENN., meets 2d & 4 Thursdays, at 2
p.m., French & Roberts Hall, cor.
Gay and Depot sts.
Mrs. Edgar Barringer, 601 Richard st.
Mrs. E. A. Lloyd, 215 Pearl Place.
Mrs. Idella Cramers, 1220 Chalmers st. I

81—A. R. YOUNGSON, HAZLETON, PA.,
meets 2d & 4th Thursday, Union Hall,
cor. Wyomine & Green sts.
Mrs. J. Flock White, Haven, Pa. P & I
Mrs. Harry Reek, 57 N. Pine st. I

82—EMPIRE STATE, UTICA, N. Y., meets
1st Wed., 7:30 p.m. & 3d Wed., 2:30 p.m.,
Royal Arcanum Temp 33 Devereux st.
Mrs. N. H. Decker, 717 Mary st.
Mrs. Charles Ballard, 17 George st.
Frankfort, N. Y.
Mrs. Eva M. More, 132 Park av. I

- 171-MARVIN HUGHITT, ROOSE, Ia., meets alternate Fridays, 2:30 p. m., in R. of R. T. Hall, cor. 7th & Alle' sts. Mrs. J. H. Frampton, 1232 8th st. P Mrs. M. E. Nordstrom, 116 Tama st. S Mrs. H. S. Barron, 1118 Carroll st. I
- 172-EVENDIDE, EAST SYRACUSE, N. Y., meets 1st & 3d Fridays, 8:00 p. m., Masonic Hall, Manlius st. P Mrs. M. Lamphere, 100 E. Heman st. P Mrs. W. A. Hopkins, 508 W. Main st. S Mrs. Jennie Alexander, Yates st. I
- 173-LAURA ANNA, BUCYRUS, O., meets 1st & 3d Thursdays, 7:30 p. m., B. L. L. Hall, Public sq. Mrs. Nellie Hutchinson, 278 Lucas st. P Mrs. Loreta Greer, 312 Middleton st. S Mrs. M. Stewart, 409 E. Middle st. I
- 174-MAC HUGO, HUGO, OKLA., meets 1st & 3d Tuesdays at 2:30 p. m. in B. of L. E. Hall. Mrs. J. M. Lawlis. P Mrs. Jno. Merideth. S Mrs. G. Rice. I
- 175-N. L. OSGOOD, KEADVILLE, PA., meets 1st & 3d Wednesday 2 p. m., in Odd Fellows' Temple Center st. P Mrs. Wm. Curtis, Walnut st. S Mrs. C. D. Winegar, 666 Madison av. S Mrs. H. D. Brown, 317 Prospect st. I
- 176-ROYAL, BUFFALO, N. Y., meets 1st & 3d Thurs., 2 p. m., Odd Fellows Hall, 885 Elliott st. Mrs. J. G. Bailey, 82 Buffum st. P Mrs. James W. Varley, 80 Albany st. S Mrs. J. Tunkley, 489 N. Division st. I
- 177-J. H. OLHAUSEN, E. MAUCH CHUNK, Pa., 2d & 4th Thurs., 2:30 p. m., Odd Fellows Hall. Mrs. Howard Swank, North st. E. Mauch Chunk. P Mrs. C. B. Henry, E. Mauch Chunk. S Mrs. Frank Eck, 218 Ridge av. Allentown, Pa. I
- 178-PASSI NPSIC, NEWPORT, VT., meets 2d & 4th Wednesday, 7:30 p. m., Lane's Hall, Main st. Mrs. G. L. Clark. P Mrs. Geo. W. Foster. S Mrs. Jas. Hagan. I
- 179-MRS. W. F. HALLSTEAD, SCRANTON, Pa., meet 1st & 3d Wed. 2:30 p. m., in Odd Fellow Hall, 309 Wyoming av. Mrs. Thos. Colman, 662 N. Hyde Park av. P Mrs. John S. Loomis, 126 So. Hyde Park av. S Mrs. Thos. Toomer, 217 Fairview av. I
- 180-EMERALD, DODGE CITY, KAN., meets 1st & 3d Thursdays, Masonic Hall. Mrs. Carrie Bainbridge. P Mrs. Maggie A. Shaw, lock box 18, Fort Dodge, Kans. S & I
- 181-SPRINGFIELD, SPRINGFIELD, MO., meets 2d & 4th Thursdays, 2:30 p. m., K. of P. Hall, E. Commercial st. P Mrs. W. A. Noleman 1838 Roberson av. P Mrs. J. C. DuBoque, 1360 Summit av. S Mrs. Mary Ketchum, 1619 Clay St. I
- 182-GEN OF THE ROCKIES, LARAMIE, WY., meets 1st & 3d Thursday, 2:30 p. m., in Odd Fellows Hall. Mrs. Dav. d. Reid, 318 Fremont st. P Mrs. Geo. M. Harris, 168 3d st. S Mrs. Thos. Hickson, 702 S. 6th st. I
- 183-HELPING HAND, CLINTON, ILL., meets 2d and 4th Thursdays at 2:30 p. m. in Red Men's Hall. Mrs. Ella Robinson, 802 E. Main st. P Mrs. Rose Turley, 617 E. Johnson st. S Mrs. Mame Gallagher, 618 N. Madison st. I
- 184-ROCK CASTLE, CREWE, VA., meets 1st and 3d Friday, Masonic Hall. Mrs. John Carlin. P Mrs. M. C. Cheatham. S Mrs. E. W. James. I
- 185-CAPITAL CITY, ALBANY, N. Y., meets 1 & 3 Friday, 2:30 p. m., Chancellor Hall, 67-69 Pearl st. P Mrs. John Yater, 332 Madison av. P Mrs. Carrie Van Dyke, 22 Buchanan st. S Mrs. Chas. Wriker, 25 Garfield Pl. I
- 186-CONEWATGH VALLEY, CONEWATGH, Pa., meets 2d & 4th Thurs., 2:30 p. m., Bash's Hall, Main st. P Mrs. C. R. McDowell, Fourth st. P Mrs. J. P. Lotz, Greive st. S Mrs. John Hoy, Second st. I
- 187-LOVE STAR, BIG SPRING, TEX., meets 1st & 3d Wednesdays, 3 p. m., in K. of P. Hall. Mrs. J. Weir. P Mrs. Chas. Koberg. S Mrs. W. Bird. I
- 188-STRAWBERRY QUEEN, CENTRALIA, Ill., meets 1st & 3d Thurs., 2:30 p. m., B. L. E. Hall. Mrs. E. Shepherd, 153 Hamm Blvd. P Mrs. Helen Torgerson, 236 So. Maple st. P Mrs. Kate Pixley, 614 W. Broadway st. I
- 189-FOURTH-WE-NOT, GEDENSBURG, N. Y., meets 2d & 4 Thursday, at 2:30 p. m. at 46 Ford ave. Mrs. M. J. Smith, 45 Ford ave. P Mrs. J. H. Chilton, 92 Morris st. S Mrs. J. A. Horton, 111 Jay st. I
- 190-GEN CITY, DAYTON, O., meets 2d & 4th Thursdays, 2:30 p. m., Hollinscamp 4th Thursday, 2:30 p. m., 3d st. P Mrs. P. Fairman, 2826 E. 3d st. P Mrs. E. Wolf, 24 Flagg st. S Mrs. Joe Stockman, 119 Kirkman st. I
- 191-CLEAR CREEK, WINSLOW, ARIZ., meets 2d & 4th Thursday, 2:30 p. m., in Elks Hall. Mrs. P. Henderson. P Mrs. C. M. Bledsoe. S Mrs. Lee W. Morrison. I
- 192-ANTHRACITE, POTTSTOWN, PA., meets 2d & 4th Thursday, 2 p. m., P. O. S. of A. Hall, N. Center st. P Mrs. E. H. Wilson, 556E. Norwica st. P Mrs. Walter M. East, Schuykill Haven, Pa. S Mr. F. McGovern, 429 Washington st. I
- 193-EL VALTY, CHICAGO, ILL., meets 2d & 4th Wed., 2 p. m., in Metropolitan Hall, cor. 44th ave. and Harrison st. Mrs. H. M. Stettler, 2217 Congress P Mrs. D. J. McKelroy, 2558 W. Congress P Mrs. Walter Graves, 801 S. Taylor av. I
- 194-CASSELL, SOUTHDAVIDVILLE, Pa., meets 1st & 3d Wednesday, 1:45 p. m., in I. O. O. F. Hall, cor. Chartiers and American av. Mrs. Geo. Belmont, Minton st. P Mrs. J. O. Trullinger, Bergman st. S & I
- 195-TOPEKA, TOPEKA, K., meets 1st & 3d Friday, 8 p. m., in K. & L. of S. Hall, 701 Kansas av. Mrs. Will Sherman, 704 Jefferson st. P Mrs. Mary G. Manker, 429 E. Euclid Ave. S Mrs. Mary Fuller, 8 Madison st. I
- 196-F. S. EVANS, HUNTON, MASS., meets 1st & 3d Wednesday, 2 p. m., B. L. E. Hall, 164 Canal st. Mrs. W. D. Boyle, Box 376, Ayer Mass. P Mrs. F. A. Allen, 8 School st., Charlestown, Mass. S Mrs. T. L. Wilkins, 32 Fearson st., Lynn, Mass. I
- 197-HOUSAC TISSEL, MECHANICSVILLE, N. Y., meets 1st & 3d Thursdays, 2:30 p. m., in I. O. O. F. Hall, No. 1 P Mrs. C. N. Pilling, N. Main st. P Mrs. P. T. Doyle, 112 S. 2d st. S & I
- 198-GARDEN CITY, MISSOURI, MO., meets 1st & 3d Wed., 2:30 p. m., I. O. O. F. Hall, Higgins av. P Mrs. E. Wardle, 588 N. 4th st. West. P Mrs. Louise D. Sterne, 309 Monroe st. S Mrs. J. C. Anderson, 736 A st. I
- 199-HORRY MOUNTAIN, EVANSTON, WY., meets 2 & 4 Tuesdays, 2:30 p. m., in A. O. U. W. Hall. Mrs. Elizabeth Baden. P Mrs. Kirk D. Potter. S Mrs. B. Gutting. I
- 200-GULFPORT, GULFPORT, MISS., meets 1st & 3d Thursday, 2:30 p. m., J. of L. E. Hall. Mrs. Jos. Currie, 1709 21st av. P Mrs. B. L. Hughes, 10th st. & 38th av. S Mrs. J. G. Neno, Beech Point. I
- 201-GOLDEN STATE, LOS ANGELES, CAL., meets 1 & 3 Thurs. 2 p. m., at Walker Theatre Bldg., 730 So. Grand av. P Mrs. B. W. Newbill, 2929 Darwin av. P Mrs. G. F. Maithel, 6954 So. Daisy st. S Mrs. Mary Watt, 7894 Towne av. I
- 202-STEENROD, BRIDGEPORT, OHIO, meets 2 & 4 Thurs., 2 p. m., Heinbrin Hall. Mrs. Nora Brady, Hamilton st., Bel-jaire, Ohio. P Mrs. John Seider, 142 Bridgeport, O. S Mrs. Andrew Tolmie, 433 35th st., Bel-jaire, O. I
- 203-MRS. LELAND STANFORD, SAN FRANCISCO, CAL., 2d & 4th Tues., 2:30 p. m., Masonic Hall, 2668 Mission st. P Mrs. Henry Hader, 169 Lexington av. P Mrs. Belle Bushnell, 511 Broderick st. S Mrs. E. E. Stewart, 209 Howard st. I
- 204-CHARITY OAK, HARTFORD, CONN., meets 1st & 3d Tuesdays 2:30 p. m., G. A. R. Hall, Cheney Bldg., 936 Main st. P Mrs. Lee Smith, 227 Albany av. P Mrs. W. Van Benschoten, 25 Liberty st. S Mrs. J. Brennan, E. Hartford, Conn. I
- 205-GILBERT A. WILKIN, SALT LAKE CITY, UTAH, meets 2d & 4th Fri., 2 p. m., in Eagles Hall, cor. 2d South and 1st West st. P Mrs. C. M. Hosbands, 28 Shortline av. P Mrs. Minnie Gane Coleman, 4 Banks Court. S Mrs. Emma Flemming, 215 So. 6th West st. I
- 206-WYOMING VALLEY, WILKESBARR, Pa., meets 2d & 4th Wednesday 2 p. m., G. A. R. Hall. Mrs. O. Dove, 129 Spring st., Pittston. P Mrs. Wm. Conway, 150 So. Grant st. S Mrs. Thos. Cole, 22 Timpon st. I
- 207-ORIOLE, BALTIMORE, MD., meets 1st & 3d Wednesdays, 2:30 p. m., Claggett's Hall, 64 N. Fremont av. P Mrs. J. B. Smith, 621 E. 20th st. S Mrs. Frank Hall, 518 E. 21st st. S Mrs. Alice Metcalfe, 1042 Clifton Pl. I
- 208-MRS. ELIZABETH K. FITZGERALD, MARTINSHAW, W. Va., meets 2d & 4th Tuesdays, 2 p. m., K. of P. Hall, cor. Queen & Burke st. P Mrs. A. O. Armstrong, 121 N. Center st. P Mrs. L. B. Brooks, 626 Winchester av. S Mrs. Annie Brainerd, 307 Euclid st. I
- 209-WEST PHILADELPHIA, PHILADELPHIA, Pa., meets alternate Thursdays, 2:30 p. m., Davis Hall. P Mrs. Geo. Miller, 321 Brown st. P Mrs. G. L. Bloomingdale, 62 S. Jefferson st. S Mrs. Harry Mateer, 542 Merion av. I
- 210-PROTECTION, DEER HOUNDS, IA., meets 1st & 3d Tuesday, I. O. O. F. Hall, 618 W. Main st. P Mrs. P. Fowler, R. F. D. No. 6. S Mrs. M. F. Wiley, 1946 E. Grand av. S Mrs. J. E. Platner, 813 Howe st. I
- 211-BELLEVUE, ST. ALBANS, VT., meets 1st & 3d Wed. 2:30 p. m., B. L. E. Hall. Mrs. Geo. E. Taylor, 11 Upper Weldon st. P & I Mrs. Harry Palmer, 16 Bishop st. S
- 212-COLUMBIA, WASHINGTON, D. C., meets 2d & 4th Thursdays, 2 p. m., McCaskey Hall, 252 Pennsylvania st. S Mrs. Mary J. C. Crista, 506 Virginia av. S. K. P & I Mrs. J. T. Monaghan, 1375 E. Capitol st., Washington, D. C. S
- 213-COLUMBIA, COLUMBUS, O., meets 1st & 3d Thursday, 2 p. m., Hildreth Hall, cor. Hildreth av. & 20th st. P Margaret Gallagher, 560 St. Clair av. S Mrs. Mary Dickerson, 211 N. 14th st. S Mrs. Mary Beach, 1170 Hildreth av. I
- 214-MRS. C. L. BRETT, CUMBERLAND, MD., meets 1st & 3 Thursdays, 1:30 p. m., Woodmen's Hall, Virginia av., South Cumberland. Mrs. Carrie McKinnie, 200 N. Center st. P Mrs. Ella Barter, 156 Virginia av. S Mrs. Alice Smith, 199 Grand av. I
- 215-WHAT CHER, PROVIDENCE, R. I., meets 2d & 4th Wednesday, 2:30 p. m., Castle Hall. P Mrs. J. Kelley, 94 Wyndham av. P Mrs. M. B. Hallenbeck, 11 Eagles st. S Mrs. Walter Rochford, 64 Walnut st., East Providence, R. I. I
- 216-SYMPATHY, RUTLAND, VT., meets 2d & 4th Wednesday, 2:30, W. R. O. Hall, Merchant's Row. P Mrs. E. L. Pelme, 76 Plain st. P Mrs. Wm. Green, 95 Plain st. S Mrs. D. Mahoney, 104 Forest st. I
- 217-UNION, CARROLLDALE, PA., meets 1st & 3d Wednesday, 2:30 p. m., Cambrian Hall, cor. 7th av. & Church st. P Mrs. J. B. McCawley, 25 River av. P Mrs. G. H. Dimock, 13 Chestnut av. S & I
- 218-WILLING WORKERS, EASTON, PA., meets 1st & 3d Wed. in Vandever Hall, cor. 9th and Washington sts. Mrs. Ann Ketchledge, 40 Nesquehoning st., South Easton. P Mrs. Alice Stubblebine, 1168 Wav. ington st. S Mrs. J. Bennett, 921 Butler st. I
- 219-J. H. GUNBY, BERTHETT, PA., meets 1st & 3d Thurs., 2 p. m., in American Mechanics Hall. P Mrs. Geo. England, 8 Butler st. P Mrs. J. E. Caranagh, 169 44th st., Pittsburgh, Pa. S Mrs. William White, 121 Ohio st. I
- 220-VALVERDA, RAYON, W. M., meets 1st and 3d Thurs., 2:30 p. m., K. of P. Hall. P Mrs. Augusta Snell, N. 2d st. S Mrs. C. J. Perkins, 620 N. 1st st. S Mrs. C. L. Palmer, 216 N. 3d st. I

124—G. W. STEVENS, HINTON, W. VA., meets 1st & 3d Wednesday, 2:30 p. m., Plumley and Packet Hall, 2nd av. Mrs. W. A. Saunders. Mrs. W. T. Lipscomb, 224 4th av. Mrs. A. G. Freckling. I

125—MRS. W. E. HOYT, ST. PAUL, MINN., meets 1st & 3d Wednesday, 2 p. m., Odd Fellows Hall, cor. 5th & Wabasha. Mrs. P. H. Floody, 37 E. 10th st. Mrs. Nellie Needham, 33 So. Avon. Mrs. A. B. Smith, 98 Sycamore st. J

126—HAMILTON, PARKERSBURG, W. VA., meets 2d & 4th Thursdays, 2:30 p. m., in I. O. O. F. Hall. Mrs. Henrietta Wilson, 844 Mary st. P Mrs. R. W. Baker, 1018 George st. S Mrs. J. F. Dougherty, 1408 Springfield st. I

127—GEO. F. WILSON, HORTON, KAN., meets 1st & 3d Thurs, 3 p. m., K. of P. Hall. Mrs. Lydia Kilmer, Box 377. Mrs. Maud Towers, Box 636. Mrs. Ida Kirk. I

128—MONUMENTAL, INDIANAPOLIS, IND., meets 1st & 3d Thursday, B. L. E. Hall, Mass. av. & New York st. Mrs. Wm. Weaver, 217 Park View av. P Mrs. F. M. Simms, Tacoma Flat 8 Tacoma ave. S Mrs. J. S. McKibbin, 1411 E. Washington st. I

129—JUSTICE, AUGUSTA, GA., meets 2d & 4th Wed., 3:30 p. m., A. P. A. Hall. Mrs. H. Zeigler, 525 Calhoun st. P&I Mrs. E. E. Clary, 723 Center st. S

130—MRS. M. E. INGALLS, COVINGTON, KY., meets 2d & 4th Thursday, 2 p. m., in Post Bldg., Madison ave., between 4th & 5th sts. Mrs. J. E. Fairhead, 1587 1/2 Greenup st. P Mrs. C. E. Twyman, 3015 McCoy av. S Mrs. H. E. Gregory, 1603 Greenup st. I

131—FOREST CITY, LONDON, ONT., meets 1st & 3d Tues., 3:30 p. m., A. O. F. Hall, Dundas st. Mrs. H. McHarg, 70 Hamilton Road. P Mrs. A. Russell, 417 Hill st. S Mrs. A. Simpson, 570 William st. I

132—MRS. W. B. CURLEY, LOUISVILLE, KY., meets 2d & 4th Tuesdays, 2:30 p. m., Liberty Hall, Walnut st., between 2d & 3d sts. Mrs. J. D. Pettigill, 684 W. Breckenridge st. P Mrs. J. W. Shanklin, 200 Maple st. S Mrs. Pat Cain, 1230 Kentucky st. I

133—RAY FLOWER, PITTSBURG, KAN., meets 1st & 3d Thursday, 2 p. m., in I. O. O. F. Hall, West 5th st. Mrs. Eliz. Neptune, 1808 N. Grand st. P Mrs. Bird H. Reed, 1603 W. Elm st. S Mrs. Rosella Reeves, 210 E 14th st. I

134—MAPLE CITY, HORNELL, N.Y., meets alternate Tuesdays at 7:30 p. m. in B. L. E. Hall, 137 Main st. Mrs. Geo. A. Badgley, 32 Genesee st. P Mrs. J. M. Hiden, 245 Grand st. S Mrs. William Hood, 343 Canisteo st. I

135—ROSWELL MILLER, LA. CROSSE, WIS., meets 1st & 3d Tuesdays, at 2 p. m., B. L. E. Hall, Caledonia st. Mrs. James O'Brien, 1643 Kane st. P Mrs. Henry Benz, 1622 Kane st. S Mrs. Anna Taylor, 815 Rose st. La Crosse, Wis. I

136—RIZFAH, HOWELL, IND., meets 2d & 4th Wednesdays, 2 p. m. in Clemmons Hall, Barker av. Mrs. Christina Gymer, 106 Cumberland st. P Mrs. E. Laswell, 200 Arlington av. S Mrs. Martha Sutter, Delmar av. E. I

137—BLUE MOUNTAIN, HARRISBURG, PA., meets 1st & 3d Thursday, 2 p. m., Manks Hall, 1741 6th st. Mrs. J. H. Fleck, 919—3d st. P Mrs. Alonzo Martin, 621 Menich st. S Mrs. L. Kennedy, 1929 N. 2nd st. I

138—STAR OF TOWNS, EL PASO, TEXAS, meets 1st & 3d Wednesday, 2:30 p. m., K. of P. Hall, Mesa ave. Mrs. W. F. Schoonmaker, 821 Boulevard st. P Mrs. Dodie Prothro, 1707 Wyoming st. P Mrs. Margaret McGinnis, 617 Prospect st. I

139—ST. RICHARD, GREENSBURG, PA., meets 2d & 4th Wed. 2:30 p. m., I. O. O. F. Hall Mrs. J. W. Gilchrist, 2d Alexander st. P&I Mrs. J. M. McInnes, Ridge Way. S

140—SHANDY MAGUIRE, TUSCUMBIA, ALA., meets 2d & 4th Thursdays, 2 p. m., Masonic Hall. Mrs. B. J. Anderson. S & I Mrs. J. A. Keys. S & I

141—DELAWARE, PHILLIPSBURG, N. J., meets 2d & 4th Thurs., B. L. E. Hall. Mrs. John Tenniel, 24 Fayette st. P Mrs. Geo. Johnson, 338 Mercer st. S Mrs. Allen Dodd, 32 Chambers st. I

142—VESTA, DEERLY, PA., meets 1st and 3d Thursdays, 2 p. m., in I. O. O. F. Hall, Chestnut st. Mrs. John Brown. P Mrs. R. M. Bridge. S Mrs. William Cobb. I

143—COHA SMITH, ELKHART, IND., meets 1st & 3d Thursday, 2:30 p. m., B. L. E. Hall, 614 S. Main st., 2d floor. Mrs. Mary Dibble, 608 2d st. P Mrs. Cora B. Curran, 166 Division st. S Mrs. Martha McMillen, 415 State st. I

144—PRAIRIE GEM, CHEYENNE, WYO., meets 1st & 3d Tuesdays, 2:30 p. m., Fraternal Hall, Ferguson st. Mrs. W. E. McNulty, 856 W. 24th st. P Mrs. F. W. Dudley, 210 E. 19th st. S Mrs. J. V. Ellis, 2122 Evans st. I

145—CONVENT CITY, EL RIFALO, N.Y., meets 1st & 3d Mondays, 7:30 p. m., in Leland Hall, 699 Walden av. Mrs. J. D. Cooper, 963 Lovejoy st. P Mrs. George Selts, 89 Burgard pl. S Mrs. Wm. Caudel, 1937 Bailey av. I

146—SPRING CITY, FOND DU LAC, WIS., meets 1st & 3d Thurs., G. A. R. Hall, Main st. Mrs. W. R. Schell, 86 West Division st. P Mrs. N. M. Lamp, 307 Bannister st. S Mrs. I. K. Ellison, 270 E. 2d st. I

147—WELCOME, ASHTABULA, O., meets 1st & 3d Thursday, 2:30 p. m., B. of L. E. rooms, cor. Main & Center sts. Mrs. J. H. Mowrey, 87 West st. P Mrs. Percy Brown, 614 Flak st. S Mrs. Mary Hall, 108 Station st. I

148—AUSTIN LEAF, KANSAS CITY, MO., meets 2d & 4th Thursdays, 2 p. m., in Pyramid Hall, 1609 Penn. av. Mrs. Chas. Irish, 2224 Jefferson st. P Mrs. R. L. Milton, 224 Mercer st. S Mrs. W. Heilmann, 2400 Wabash st. I

149—MRS. ROBERT QUAYLE, CLINTON, IA., meets 2 & 4 Wed., 2:30 p. m., B. of L. E. Hall, cor. 10th av. & 4th st. Mrs. Claude Nichols, 1209 S. 7th st. P Mrs. D. L. Stamm, 714 S. 6th st. S Mrs. C. E. Goodwin, 730 Scholm st. I

150—MORALITY, KANSAS CITY, KAN., meets 1st & 3d Wednesday, 2 p. m., in College Hall, 730 Central av. Mrs. J. E. Stouder, 903 Pacific av. P Mrs. J. F. Kohn, 92 South 7th st. S Mrs. J. O. Denison, 229 S. 7th st. I

151—THE BELLE, BELLE PLAINE, IA., meets 1st & 3d Tuesdays, 2:30 p. m., Red Men's Hall, 12th st. Mrs. Edward Striley. P Mrs. Geo. Baxter. S Mrs. J. F. Murray, 806 Sixth av. I

152—LILAC, ARGENTINE, KS., meets 2d & 4th Thursday, 2 p. m., Masonic Hall. Mrs. Frances H. Hurley, 224 S. Olive st. S Mrs. H. Hovland, 50 S. 7th st. S Mrs. Jennie Herrick, S. 7th st. I

153—MRS. T. P. FOWLER, MIDDLETOWN, N. Y., meets 1st & 3d Wednesday, 2:30 p. m., Odd Fellows Hall, North st. Mrs. Jos. Kelsey, 324 Broad st. P Mrs. Thos O'Farrell, 140 Cottage st. S Mrs. J. R. Ellenberger, 68 Grand av. I

154—W. S. BELLEN, SPOKANE, WASH., meets 2d & 4th Mondays, 2:30 p. m., Upper Pacific Hall, Riverside av. Mrs. J. T. Campbell, 1911 Gardner av. P Mrs. J. J. Bigger, E. 428 Indiana av. S Mrs. Christina Stewart, E. 212 2d st. I

155—GOLDEN RULE, NASHUA, N. H., meets 1st & 3d Tuesday, 2 p. m., Mechanics' Hall. Mrs. J. Frank Cook, 110 S. State st. P Concord, N. H. S Mrs. E. A. Collins, 18 Fairmont st. S Mrs. S. Parker, 14 Harvard st. I

156—OAKLAND, OAKLAND, CAL., meets 1st & 3d Wednesday, 2 p. m., Fraternity Hall, cor. 7th & Peralta sts. Mrs. D. M. Collier, 1714 12th st., West Oakland. P Mrs. W. Thompson, 1336 12th st., West Oakland. S Mrs. H. S. Gardner, 1314 8th st. I

157—RHODODENDRON, BELLWOOD PA., meets 2d & 4th Thurs. 2 p. m., Tuckahoe Hall, bet. 12th & 13th, West Side. Mrs. Geo. Baker. P Mrs. Thos. Houston. S&I

158—NEOSHO VALLEY, CHANUTE, KAN., meets alternate Thursdays, 2:30 p. m., in A. O. U. W. hall. Mrs. Haidah Parker, 602 So. High. P Mrs. Geo. Coleman, 623 S. Lincoln av. S Mrs. Vina Parks, 1204 S. Evergreen av. I

159—SUCCESS, MEMPHIS, TENN., meets 2d & 4th Wed., 2 p. m., Odd Fellows Hall, Cor. Main & N. Court st. P Mrs. W. H. Wright, 292 McClamore av. P Mrs. J. M. Bruso, 273 Woodbridge av. S Mrs. J. Haines, 204 Maryland av. I

160—PRUDENCE, MURPHYSBORO, ILL., meets 2d & 4th Wednesday, 2:30 p. m., in K. of C. Hall, 11th st. P Mrs. Jno. Delano, 1820 Pine st. P Mrs. Rollo Thornton, 2015 Pine st. S Mrs. Jas. Benson, 446 14th st. I

161—MAPLE LEAF, TORONTO, ONT., CAN., meets 1st & 3d Wed. 2 p. m., Occident Hall, cor. Queen & Bathurst sts. P Mrs. John Ross, 287 Crawford st. P Mrs. D. J. Kerr, 18 Enderby rd. S Mrs. Heron, 22 Carlyle st. I

162—MEADOW CITY, E. LAS VEGAS, N.M., meets 1st & 3d Thursday, 2 p. m., in Pioneer Hall, Douglass av. Mrs. L. E. Trainor, 1104 8th st. P Mrs. E. E. Blevins, 32 Grand av. S Mrs. J. Kirk, 212—9th st. I

163—RNS. J. A. FILMORE, DUNSMITH, CAL., meets 1st & 3d Tuesday, 2 p. m., at Branstotters Hall. Mrs. Anna Micanter. P Mrs. Lucy A. Campbell. S Mrs. P. M. Williams. I

164—GOLDEN GRAIN, SIOTX CITY, IOWA, meets 1st & 3d Wednesday, 2 p. m., Odd Fellows Hall, 4th st. Mrs. F. M. Morgan, 328 Swaye blkt 4th P Mrs. E. A. Little, 810 Virginia st. S Mrs. Clarence Wells, 131 Jennings st. I

165—LAKE, CHICAGO, ILL., meets 1st & 3d Tuesday, 2 p. m., Garfield Hall, 544 Wentworth av. P Mrs. G. L. Bodley, 5018 Wentworth av. P Mrs. John Landgraf, 316 W. Garfield Blvd. S Mrs. Theo. Lowe, 4437 Princeton av. I

166—FLOYD HALL, SIOTX CITY, IA., meets 1st & 3d Thursday, 2 p. m., Odd Fellows Hall, 4th st. P Mrs. Frank Newbowers, 901 Virginia st. S Mrs. Jennie M. Gardn r, 118 Rustin av. S & I

167—SNOW DROP, GALLON, O., meets 2d & 4th Thursdays, 2 p. m., Foresters Hall, So. Market st. Mrs. W. G. Richard, 322 S. Market st. P Mrs. Ida Knass, 325 Orange st. S Mrs. Emily Smythe, 417 S. Union st. I

168—L. S. COFFIN, FT. DODGE, IA., meets 2d & 4th Fridays, 3 p. m., K. C. Hall, Central av. Mrs. Fred Peterson, 525 4th av. S. P Mrs. F. B. Rugg, 324 So. 7th st. S Mrs. C. W. Beresford, 1602 First av. S I

169—CLERATIS, BIRMINGHAM, ALA., meets 1st & 3d Wed. 2:30 p. m., B. of L. E. Hall, 1924 1/2 First av. P Mrs. J. Van Arsdale, 710 S. 20th st. P Mrs. F. M. Keder, 221 E. 1st st. S Mrs. Julia Beasdale, 1810 6th av. N. I

170—TURQUOISE, ALBUQUERQUE, NEW MEX., meets 1st & 3d Wednesday, 3 p. m., Odd Fellows Hall, 3174 S. 2d st. P Mrs. John Jenner, 412 Broadway. P Mrs. Edwin Sower, 216 S. Arno st. S Mrs. John Butler, 717 East st. I

171—SUNSHINE, RICHMOND, Q. E., meets 1st & 3d Thursday, 2:30 p. m., Odd Fellows Hall. Mrs. Geo. Pearson, Box 96. P Mrs. P. Thompson, P. O. box 100. S Mrs. Fred Driver, Box 20. I

172—RIVERSIDE, BALTIMORE, MD., meets 2d & 4th Wed. at 2:30 p. m. in Friendship Hall, 125 Montgomery st. Mrs. Lillie Marsh, 1513 Webster st. P Mrs. E. Donnelly, 117 S. Gilmore st. S&I

173—MRS. J. H. HILL, BRAINERD, MINN., meets 2d & 4th Wed. 2 p. m., I. O. O. F. Hall Mrs. Geo. Bertram, 609 Main st. P&I Mrs. C. T. Dabole, First st. S

174—MRS. ROBERT M. ORR, EVANSVILLE, IND., meets 1st & 3d Friday, 2:30 p. m., Evans Hall, cor. 5th & Locust sts. Mrs. Schayler Steinmetz, 1302 E. Virginia st. P Mrs. Robert Skinner, 1601 E. Michigan. S Mrs. Kate Farrow, 1001 Chestnut st. I

175—WISCONSIN VALLEY, ARBOSTFORD, WIS., meets 2d & 4th Mon. 2:30 p. m., in Macabee Hall, Main st. P Mrs. H. E. Spaulding. P Mrs. L. N. Underhill, P. O. Box 101 S Mrs. Owen Hughes. I

176—PRIDE OF CHATTAHOOGA, CHATTAHOOGA, TENN., meets 2d & 4th Wed., 2 p. m., K. of P. Hall, cor. Chert & 8th st. P Mrs. Andy Moore, 1111 11th st. S Mrs. W. F. Hetzler, 1106 E. 10th st. P Mrs. Isaac Pennybaker, 306 E. Montgomery av. I

177—ELLA MINOR, NEW HAVEN, CONN., meets 2d & 4th Thursday, 2:30 p. m., in Odd Fellows' Hall, 95 Crown st. Mrs. Geo. Fessenden, 344 Howard st. P. Mrs. J. J. Tracy, 299 Columbus av. S. Mrs. Geo. H. Witherell, 80 First st. I.

178—MRS. C. F. LONG, HAMILTON, O., meets 2d & 4th Wednesday, 2 p. m., B. L. E. Hall, W. Main st. Mrs. Nellie M. Burkhardt, Gen. Del. P. Mrs. F. A. Brady, 158 W. Tremont st. S. Mrs. H. L. Johnson, 1314 E. 4th st. Canton, O. I.

179—LORAINE, E. ST. LOUIS, ILL., meets 1st & 3rd Tuesdays, 2 p. m., Eagles' Hall, 209 W. 5th st. Mrs. Geo. Simpson, cor. 4th st. and Bond av. P. Mrs. W. B. Horstman, 812 Market st. S. Mrs. Hattie Kirby, 702 Converse av. I.

180—MRS. MARGARET E. CROCKER, SACRAMENTO, CAL., meets 1st & 3d Wed., 2:30 p. m., I. O. O. F. Hall. Mrs. J. A. Doran, 921 I st. P. Mrs. A. W. Clements, 914 — 2d st. S. Mrs. G. W. McCoy, 2410 1/2 K st. I.

181—HISTLETOE, DENBOSH, TEX., meets 2d & 4th Wednesday, 2 p. m., in J. R. C. Hall, Main st. Mrs. T. Z. Williams, 431 W. Heron st. P. Mrs. W. H. McCane, 405 W. Sears st. S. Mrs. Jennie Finley, 220 W. Heron st. I.

182—THE LEVER, MINNEAPOLIS, MINN., meets 1st & 3 Thursdays, at 2:30 p. m., Richmond Hall, cor. 5th st. & 3d av. Mrs. J. E. Ramsburg, 215 5th st. S. P. Mrs. Jessie L. Phillips, 210 5th av. S. S. Mrs. Stella Murphy, 2524 11th av. So. J.

183—ALERT, EAGLE GROVE, ILL., meets 1st & 3d Wednesdays, 2:30 p. m., Masonic Hall, Broadway. Mrs. M. Ramer. P. Mrs. A. M. Meeker. S. Mrs. P. Rankin. I.

184—PROSPERITY, DENVER, COLO., meets 2d & 4th Wednesdays, 2:30 p. m., at 8th av. and Jason st. Mrs. D. W. Johnston, 1016 Klamath st. P. Mrs. Geo. H. Scott, 1042 Clarkson st. S. Mrs. H. Kelly, 304 S. 14th Englewood I.

185—SUPERIOR, SUPERIOR, WIS., meets 2d & 4th Thursday, 3 p. m., Odd Fellows' Hall, cor. 12th st. & Ogden av. Mrs. Harry Adams, 1217 14th st. P. Mrs. Harry White, 1325 Banks av. S. Mrs. M. Riley, 1601 N. 13th st. I.

186—ALABAMA, MOBILE, ALA., meets 1st & 3d Tuesdays, 2:30 p. m., I. O. O. F. hall, N. Royal st. Mrs. A. Ash, 356 S. Warren st. P & I. Mrs. L. L. Collier, 451 Conception st. S.

187—J. D. RECHER, ASTIN, MINN., meets 1st & 3d Wednesdays 2:30 p. m., German Hall, Bridge st. Mrs. Alice M. Barr, 806 E. Bridge st. P. Mrs. Sadie J. Kough, 108 Ash st. S. Mrs. Rose Pettingill, 112 Wat. crst. I.

188—STAR OF NINETEEN-THREE, JACKSON, TEX., meets 1st & 3d Thursday, 3 p. m., K. of P. Hall, Main st. Mrs. J. C. Gregory, 782 E. Chester st. P. Mrs. J. H. Edwards, 236 Stoddert st. S. Mrs. B. L. Hayley, 816 N. Royal st. I.

189—PROSPECT, CAMDEN, N. J., meets alternate Thursdays, 2:30 p. m., in Goffs Bldg, 23 Broadway. Mrs. Nellie A. Parker, 706 Penn st. P. Mrs. M. L. Connolly, 425 S. 5th st. S & I.

190—SUPER FLORES, WATERLOO, ILL., meets 1st & 3d Wed., R. O. L. E. Hall. Mrs. Jno. G. Griffin, 821 High st. P. Mrs. Geo. A. Wheeler, 43 Cascade st. S. Mrs. P. B. Griffin, 221 High st. I.

191—EASTER, 1894, WATER VALLEY, MINN., meets 1st & 3d Wednesday, 3 p. m., I. O. O. F. Hall, Main st. Mrs. Emma Kirby. P. Mrs. Arthur H. Mills, Box 355. S. Mrs. Ida Kennedy. I.

192—VENUS, CHICAGO, O., meets 2d & 4th Thursday, 2 p. m., B. of L. E. Hall. Mrs. Harry Miller, 148 Motcomst. P. Mrs. J. E. Cogley, Hayes st. S. Mrs. F. Hartman, 172 N. Main st. I.

193—J. WILL, CHICAGO, ILL., meets 2d & 4th Wed. 2 p. m., Netherwood Hall. Mrs. M. D. Connors, 503 S. Tolney st. P. Mrs. Harry M. Johnson, 1087 W. 13th st. S. Mrs. Geo. Stofft, 528 S. Paulina st. I.

194—PANSY, CLERMONT, TEX., meets 1st & 3 Thurs, 2:30 p. m., K. of P. Hall. Mrs. H. C. Moore, 37 S. Whitte st. P. Mrs. J. L. Mozer, 321 N. Robinson st. S. Mrs. A. R. Woodard, 801 E. Henderson st. I.

195—CACTUS, CHADRON, NEB., meets 1st & 3d Wed., 2:30 p. m., Eagle Hall. Mrs. Laura E. Weymouth. P. Mrs. W. M. Cooley. S. Mrs. W. A. Graham. I.

196—TEXAS PRIDE, LONGVIEW, TEX., meets 2d & 4th Thursday, 10 a. m., B. of R. T. Hall. Mrs. Ella Haussen. P. Mrs. Hattie Miller. S. Mrs. Mary Wilcox, R. R. av., Marshall, Tex. I.

197—COTTON BELT ROSE, TYLER, TEX., meets 2nd & 4th Tuesday, 2:30 p. m., W. O. W. Hall College st. Mrs. Walter Hemphill, 304 W. Bow st. P. Mrs. Sam Meyers, 400 Oscar st. S. Mrs. Jas. Pounds, East Common st. I.

198—DORPAIN, SCHENECTADY, N. Y., meets 2d & 4th Tuesdays, 2 p. m., Odd Fellows Hall. Mrs. John S. Weekes, 9 Rosa Road. P. Mrs. A. Graper, 4 N. Wendell av. S. Mrs. Wm. Teller, 332 Schenectady st. I.

199—HARRELL, J'CORB, MISS., meets 1 & 3 Wed., 2 p. m., Masonic Hall. Mrs. C. W. Harrell. P. Mrs. J. F. Harris. S. Mrs. W. L. Munn. I.

200—BRADFORD, NORTH PLATTE, NEB., meets 1st & 3d Tuesdays, 3 p. m., in First National Bank Hall. Mrs. Sarah Flynn. P. Mrs. Ida M. Tarkington, 221 E. Pine st. S. Mrs. Elizabeth Cruzen. I.

201—CORRU NIPAW, JERSEY CITY, N. J., meets 2 & 4 Weds., 2:30 p. m., Masonic Hall, cor. Pacific ave. and Maple. Mrs. M. Ahern, 168 Hopkins av. P. Mrs. A. M. Klein, 304 Woodward st. S. Mrs. E. Toney, 22 La Tourette Place, Bayonne, N. J. I.

202—BEAVER, SARNA, ONT., CAN., meets alternate Thursdays at 2:30 p. m., I. O. O. F. Hall, Front st. Mrs. Tustin McAlpine, 133 Shepherd st. P. Mrs. R. J. Weaver, 129 Crawford st. S. Mrs. Isabella Jones, 131 John st. I.

203—MRS. MILTON E. STOVER, WHEELING, W. VA., meets 2d & 4th Weds. 7 p. m., Knights of Ethias Hall. Mrs. Belle Hannan. P & I. Mrs. Homer Gaskell. S.

204—STAR OF NINETEEN-FIVE, OLEAN, N. Y., meets 1st & 3d Wednesday, 3 p. m., in Knights of Honor Hall, Union st. Mrs. T. F. Greenan, 134 4th st. P. Mrs. J. M. Dailey, 109 4th st. S. Mrs. Louisa Anderson, 126 S. 3d st. I.

205—PINETREE, HENDERSON, W. ME., meets 2d & 4th Wednesday, 2:30 p. m., in Foresters Hall. Mrs. M. I. Spaulding. P. Mrs. H. E. Rogers. S. Mrs. J. Humphreys. I.

206—BORDER CITY, LAREDO, TEX., meets 2d & 4th Thurs, 3:00 p. m., K. of P. Hall. Houston st. Mrs. Mary Sweeney, Washington st. P. Mrs. Annie Scott, 1604 W. Victoria st. S & I.

207—J. L. KINSEY, MONTGOMERY, ALA., meets 1st & 3d Thurs., 2:30 p. m., in Eagle & Beavers Hall, Madison av. Mrs. C. J. Wicker, 506 Columbus st. P. Mrs. G. G. Green, 312 Columbus st. S. Mrs. T. J. Cowell, 615 Jefferson st. I.

208—PRIDE OF THE SOUTH, VICKSBURG, MISS., meets 1st & 3d Tuesday, 2 p. m., K. of P. Hall. Mrs. A. F. Herron, 525 Washington st. P. Mrs. Kate Herbert, 506 Speed st. S.

209—MINNEHAHA, MELROSE, MINN., meets 1st & 3d Friday, 2:30 p. m., K. of P. Hall. Mrs. Mary Zins. P. Mrs. Geo. Britzins. S. Mrs. John Barrett, Willmar, Minn. I.

210—WECKENBURG, GREENVILLE, S. C., meets 2d & 4th Wednesday, 3 p. m., in B. of L. E. Hall. Mrs. C. M. Martin, 827 W. Washington. P. Mrs. Chas. Jeffreys, R. F. D. No. 1, Box 48. S. Mrs. J. W. Winn, 106 Pine st. I.

211—INVINCIBLE, BLUEFIELD, W. VA., meets 2d & 4th Thursday, 2:30 p. m., G. I. A. to B. of L. E. Hall. Mrs. Geo. C. Bailey, Box 605. P. Mrs. J. O. Clendenin, 124 Carroll st. S. Mrs. W. T. Douthett, 308 Marshall st. I.

212—SPRING VALLEY, ELLERSBURG, ME., meets 1st & 3d Weds. 3 p. m., A. O. U. W. Hall. Mrs. Elizabeth Yoder. P. Mrs. Laura Kyner. S. Mrs. S. J. Holman. I.

213—CANADA, OTTAWA, ONT., meets alternate Wed., at 3 p. m., in Canadian Foresters Hall, 15 O'Connor st. Mrs. I. Johnson, 79 Hawthorne av. P. Mrs. R. W. Botterell, 605 Wellington st. S & I.

214—MRS. C. D. HAMMOND, ONEONTA, N. Y., meets 2d & 4th Thursdays, 2:30 p. m., G. A. R. Hall, Main st. Mrs. Edward Hornsbu, 25 High st. P. Mrs. A. B. Hotelling, 30 High st. S. Mrs. B. A. Gault, Worcester, N. Y. I.

215—C. W. BRADLEY, UNION HILL, S. I., meets 2d & 4th Tuesdays Masonic Hall, Fulton st. Mrs. Geo. Hegeman, Ridgefield Park, N. J. P. Mrs. R. Q. King, 635 Bergenline ave. West New York, N. J. S. Mrs. W. Regendahl, 54 Hudson cr. I.

216—C. S. VANDENBERG, VALLEY JUNCT., IA., meets 2d & 4th Wednesday, 2 p. m., Fraternal Hall. Mrs. S. E. Taylor, Box 56. P. Mrs. Lillian Humphrey. S. Mrs. Ed Kelly, 3d st. I.

217—BESSEMER, ALBANY, PA., meets 1st & 3d Wednes, 2 p. m., I. O. O. F. Hall. Mrs. B. F. Irwin. P. Mrs. S. R. Miles. S. Mrs. W. E. Ross. I.

218—DUBUQUE, DUBUQUE, IA., meets 2d & 4 Wed'y, 2 p. m., B. L. E. Hall, 30th st. Mrs. A. R. Brewster, 1065 Huff st. P. Mrs. A. Woods, 1077 Jackson st. S. Mrs. P. Prinity, 729 Bluff st. I.

219—OLYMPIA, WILKINSBURG, PA., meets 1st & 3d Thursdays, at 2 p. m., in Duquesne Hall. Mrs. Geo. Berry, 642 Trenton st. P. Mrs. E. J. Suter, 515 Kelly ave. S. Mrs. T. F. Hillgrove, 4406 Davidson st., Pittsburgh, Pa. I.

220—DES MOINES RIVER, ELDON, IOWA, meets 1st & 3d Tues., 2 p. m., K. of P. Hall. Mrs. Lena Wilson. P. Mrs. Rosa Granger, Box 313. S. Mrs. S. A. Millard. I.

221—CENTENNIAL, NASHVILLE, TENN., meets 1st & 3d Monday, 2 p. m., Odd Fellows' Hall, cor. Church & High. Mrs. J. B. Fry, 804 Stevenson av. P. Mrs. C. A. Hewitt, 241 N. 1st st. S. Mrs. Geo. Rea, 1311 Grundy st. I.

222—GOLDEN HEART, NORFOLK, VA., meets 2d & 4th Tuesday, 2 p. m., Pythian Hall, Brambleton av. Mrs. D. P. Cousins, 508 N. Marshall av. P. Mrs. W. B. Tansall, 114 Willoughby av. S. Mrs. W. L. Burton, 506 Reeves av. I.

223—MOSETT, MONETT, MO., meets 1st & 3d Thos. 2:30 p. m., Cambles Hall, Broadway. Mrs. J. W. Ruggles. P. Mrs. L. E. Galloway. S. Mrs. J. M. Mullaly. I.

224—KENSERSON, WORCESTER, MASS., meets 2d & 4th Thursdays, 2 p. m., Castle Hall, 405 Main st. Mrs. Hattie E. Moore, 25 Paine st. P. Mrs. A. H. Hubbard, 517 Grove st. S. Mrs. T. B. Wardwell, 11 1/2 Hammond st. I.

225—PRIDE OF FLORIDA, PENSACOLA, FLA., meets 1st & 3d Tuesday 3:00 p. m., I. O. O. F. Hall, West Garden st. P. Mrs. J. L. Hall, 508 E. Jackson st. S. Mrs. P. C. Suarez, 10 E. — st. S. Mrs. W. H. Caro, 316 E. Jackson st. I.

226—FLICKER 8 PRIDE, HAGERSTOWN, MD., meets 1st & 3d Tues., 2 p. m., Western Masonic Temple, S. Potomac st. Mrs. E. Stelmets, 128 E. Baltimore st. P. Mrs. W. N. Fleigle, 201 Elizabeth av. S. Mrs. J. Mullenix, 519 W. Franklin st. I.

227—GOLDEN CHAIN, FORT SCOTT, KAN., meets 1st & 3d Wednesday, 2:30 p. m., in W. O. W. Hall. Mrs. Maude Spofford, 119 S. Hill st. P. Mrs. Ida Bowman, 112 Arthur st. S. Mrs. Mattie Gilpin, cor. B'way & Oak st. I.

228—VIRGINIA, RICHMOND, VA., meets 1st & 3d Thurs., 10:30 a. m., Lee Camp Hall, East Broad st. Mrs. C. F. Conley, 1410 Porter st., Manchester, Va. P. Mrs. E. C. Cobean, 615 W. Cary st. S. Mrs. Cora Giesendorfer, 613 N. 3d st. I.

229—MRS. W. M. KEENEY, SE., ESCANABA, MICH., meets 1st & 3d Thurs. 2 p. m., B. of L. E. Hall, Ludington st. Mrs. Stanley Tyrrell, 616 Charlotte st. P. Mrs. Josephine Slaughter, 602 cor. Twinedy and Elmore sts. S. Mrs. W. Drake, 607 S. Fanny st. I.

220—STAR AND CRESCENT, BUFFALO, N. Y., meets 2 & 4 Thurs., 2 p. m., Wagner's Hall, cor. Jefferson & Eagle sts. Mrs. A. Muir, 122 Triangle st. P Mrs. C. C. Fish, 361 Mass. av. S Mrs. Mary Miller, 661 Eagle st. I

221—JEWEL, MILWAUKEE, WIS., meets 2d & 4th Wednesday 2 p. m., Odd Fellows Hall, 426 Grand Ave. Mrs. C. A. Anderson, 436 Cass st. P Mrs. A. B. Rodgers, 568 5th st. S Mrs. F. Millie, 3012 St. Paul av. I

222—BUFFALO, BUFFALO, N. Y., meets 2d & 4th Wednesday, 2:30 p. m., in Boyer's Hall, cor. Seneca & Elmale sts Mrs. M. Watkins, 510 S. Division st. P Mrs. Kate Frost, 410 S. Division st. S Mrs. A. Eastman, 197 N. Division st. I

223—ORIENTAL, HANOVER, N.E., meets 1st Thurs. & 3d Wed., 2:30 p. m., A. O. H. Hall. Mrs. Irving A. Turner, 71 James st. S Mrs. E. E. Peany, 250 Hammond st. S Mrs. T. F. Cowan, Waterville, Me. I

224—NEW YORK CITY, NEW YORK CITY, N. Y., meets 1st & 3d Thurs. 2 p. m., 12th Ward Bank Bldg., Lexington av. & 125th st. Mrs. E. Doyle, 248 Parker st., Newark, N. J. P Mrs. C. A. Steadman, 912 Trinity av. S Mrs. E. O. Baker, 22 N. Washington st. S Jamaica, N. Y. I

225—HELEN GOULD, OSAWATOMIE, KAN., meets alternate Tuesdays, 2 p. m. in Eagle Hall, Main st. Mrs. Geo. E. Panahon. P Mrs. B. R. Patterson. S Mrs. J. W. Reber. I

226—OAK LEAF, CHICAGO, ILL., meets 2d & 4th Thurs., 2 p. m., Garfield Hall, 2222 Madison st. Mrs. F. Reubens, 15 S. 43d av. P Mrs. E. E. Merrill, 3246 West End av. S Mrs. Arthur Jewell, 2093 Carroll av. I

227—CLARA HARTON, OGDEN, UTAH, meets 1st & 3d Tuesday, 2 p. m., K. of P. Hall, 24th st. Mrs. E. Tomasco, 2388 Madison st. P Mrs. M. Shields, 2641 Washington st. S Mrs. Emma J. Hinley, 517 22d st. I

228—MONONA, MADISON, WIS., meets 2d & 4th Tuesday, 2:30 p. m., Memorial Hall, Monona av. Mrs. Crawford S. Wilbur, 623 W. Milwaukee st. P Mrs. H. B. Gleason, 217 W. Gilman st. S Mrs. John Harrington, 536 W. Main st. I

229—KENTUCKY, LOUISVILLE, KY., meets alternate Thursdays, at 2:30 p. m., in Library Hall, Walnut st. Mrs. K. W. Farrier, 2726 Third st. P Mrs. Lulu Grady, 1729 Grand Blvd. S Mrs. Jas. Tighe, 1521 W. Broadway. I

230—SUNNY SOUTH, JONESBORO, ARK., meets 1st & 3d Wednesday, 2 p. m., Masonic Hall, Main st. Mrs. M. R. Carson, 107 N. Bridge st. P Mrs. Julia Henderson, 316 Oak av. S Mrs. F. Kilcrease, 225 N. Bridge st. I

231—SAN XAVIER, TUCSON, ARIZ., meets 2d & 4th Tuesday, 2:30 p. m., Odd Fellows Hall, Congress st. Mrs. Anna Skinner, 408 E. 16th st. P Mrs. D. M. Lowry, 436 S. 5th av. S Mrs. Emma Deitz, 408 S. 4th av. I

232—COLUWINE, BASALT, COLO., meets 1st & 3d Tuesdays 2:30 p. m., I.O.O.F. Hall. Mrs. Addie Rhodes. P Mrs. Sadie Stiller. S Mrs. W. P. Bates. I

233—SMILEY HEIGHTS, SAN BERNARDINO, CAL., meets 2d & 4th Tuesdays, 2:30 p. m., Odd Fellows Hall, 356 Third st. Mrs. W. Somerville, 325 G st. P Mrs. J. B. Noale, 1404 First st. S Mrs. L. E. Jackson, 373 F st. I

234—MANILA, BROOKLYN, N. Y., meets 2d Mon., 2:30 p. m., & 4th Mon., 7:30 p. m., Penn-Fulton Hall, Pennsylvania av. & Fulton st. Mrs. John Gallic, 519 55th st. P Mrs. G. W. Brown, 41 Somers st. S Mrs. J. D. Grimm, 21 Van Sielen av. I

235—UNEDA, SOUTH CHICAGO, ILL., meets 2d & 4th Fridays at 2 p. m., in Sherman Hall, 9138 Commerce. al av. Mrs. J. Weatherstone, 572 91st st. P Mrs. W. French, 3127 Houston av. S Mrs. G. E. Chetick, 604 E. 72d st. I

236—CARNATION, JOLIET, ILL., meets 2d & 4th Thurs. 2 p. m., Castle Hall Mrs. Geo. Schuler, 114 Park av. P Mrs. W. P. Middleton, 114 Virginia st. S Mrs. W. M. Bail, 106 Second av. I

237—RED RIVER VALLEY, GRAND FORKS, N. DAK., meets 1st & 3d Thursday, 2:30 p. m., K. of P. Hall. Mrs. Anna Anderson, 711 3d st. P Mrs. S. S. J. Fero, 710 Alpha av. S & I

238—PROCTOR, PROCTOR, MINN., meets 1st and 3rd Weds., 2:30 p. m., Town Hall. Mrs. Milo H. Briggs. P & I Mrs. Frank Burke. S

239—UNION OF 1900, SYRACUSE, N. Y., meets 1st & 3d Thursday, 2 p. m., B. of L. E. Hall, cor. Seymour & Oswego sts. Mrs. T. Welch, 134 N. Geddes st. P Mrs. J. F. Wier, 434 Barnet av. S Mrs. L. N. Cotter, 409 S. Geddes st. I

240—GEM OF THE OCEAN, MARINER'S HARBOR, STATEN ISLAND, N.Y., meets 2 & 4 Thursdays, at 2:30 p. m., at 76 Bush av. Mrs. Thos. Steele, Broad st., Stapleton, Staten Island. P Mrs. E. E. Gannon, 1249 Tinton Av. New York City. S

241—TEXAS, HOUSTON, TEXAS, meets 1st & 3d Mon. 3 p. m., I.O.O.F. Hall. Mrs. C. DelHomme, 1715 Brook st. P Mrs. R. O. Rutherford, 2120 Summer st. S Mrs. H. Hoffman, 2117 Crockett st. I

242—TWENTIETH CENTURY, DECATUR, ILL., meets 2d & 4th Wednesday, 2:30 p. m., Engineers Hall, N. Water st. Mrs. Blanch E. Cowles, 912 N. Morgan st. P Mrs. Grace Brant, 327 Central av. S Mrs. M. Humphrey, 922 N. Morgan st. I

243—NEW CENTURY, PHILADELPHIA, PA., meets 2 & 4 Thurs., 2 p. m., Girard Assembly Hall, cor. 8th & Girard av. Mrs. Jas. McKeaney, 3516 Gratz st. P Mrs. Frank Weisser, 2319 N. 3d st. S Mrs. Wm. Dalton, 3250 Belgrade st. I

244—BIAWATHA, DENISON, TEX., meets 1st and 3d Thursdays 2:30 p. m. in O. E. C. Hall, 217 Main st. Mrs. W. D. Reece, 307 S. Barrett st. P Mrs. C. J. McComas, 217 Texas st. S Mrs. T. J. Williams, 900 W. Owing st. I

245—NORTH WESTERN, MILWAUKEE, WIS., meets 1st & 3d Tuesday, 2:30 p. m., Shubert Hall, Milwaukee st. Mrs. I. G. Harriman, 374 Prospect ave. P Mrs. Homer Case, 351 1st av. S Mrs. R. O. Langworthy, 167 Detroit st. I

246—RAY STATE, BOSTON, MASS., meets 2d & 4th Friday, 2 p. m., Commercial Hall, 694 Washington st. Mrs. W. T. Palmer, Mattapan, Mass. P Mrs. F. H. Jones, 367 4th st. S Boston, Mass. I

247—LYNN CAMP, CORBIN, KY., meets alternate Wednesdays at 1:30 p. m. in Masonic Hall, Main st. Mrs. E. O. Ebersole. P Mrs. R. B. Johnson. S Mrs. J. C. Kirk. I

248—FALLS CITY, LOUISVILLE, KY., meets 1st & 3d Monday, 2:30 p. m., in Low Hall, 311-313 25th st. P Mrs. F. E. Knoderer, Danville, Ky. P Mrs. E. Knoderer, 3010 Bank st. S Mrs. M. J. Carroll, 652 N. 25th st. I

249—CASCO BAY, PORTLAND, ME., meets 1 & 3 Thurs., 2:30 p. m., Rossini Hall, 80 Exchange st. Mrs. C. B. Willis, 548 Washington av. P Mrs. L. L. Bowker, 37 Morse st. S Mrs. Frank M. Hart, 725 Washington av., Woodford, Me. I

250—MAGNOLIA, AMERICA, GA., meets 2d Wed., 2:30 p. m., in B. of L. E. Hall, Forsyth st. Mrs. E. J. Sheahan, Lee st. P Mrs. G. H. Rittenberry, 215 Brannon ave. S Mrs. J. L. Ross, Lee st. I

251—A. E. CURTIS, PORTLAND, ORE., meets 1st & 3d Tuesday, 2 p. m., in A. Lusk Hall, 3d and Morrison sts. Mrs. Geo. J. Foster, 791 Commercial st. P & I Mrs. F. J. Connolly, 468 E. 18th st. N. S

252—WHITE CITY, CHICAGO, ILL., meets 1st & 3d Wed. at 2 p. m., Drouns Home, 5002 Union av. Mrs. E. J. Starr, 5004 Union av. P Mrs. T. Drouin, 5151 Union av. S & I

253—BRIGHT STAR, MONTPELIER, O., meets 2d & 4th Thurs., 2 p. m., I. O. O. F. Hall, Main st. Mrs. Elmer Keener. P Mrs. S. C. Hall. S Mrs. John Lavering. I

254—VANDERBILT, NEW YORK CITY, N. Y., meets 1st & 3d Tuesday, 12th Ward Bank Bldg., Lexington av. & 125th st. Mrs. Samuel Webber, 39 Sherwood av., Ossining, N. Y. P Mrs. R. Z. Lawrence, 415 E. 15th st. S Mrs. Edward P. Davis, 119 S. Washington av., White Plains, N. Y. I

255—OLIVE BRANCH, SAVANNAH, GA., meets 2d & 4th Thurs., at 3:30 p. m., in K. of P. Hall, York & Broadward. Mrs. E. Sellers, 218 W. Huntington st. P Mrs. A. E. Rodgers, 909 Barnard st. S Mrs. M. E. Pierce, 305 W. 35th st. I

256—W. W. WILLIAMS MEMORIAL, ROCK ISLAND, ILL., meets 2d & 4th Wednesdays, at 2 p. m., in Engineers' Hall. Mrs. Jas. Carl, 225 23d st. P Mrs. A. M. Kough, 657 30 st. S Mrs. T. L. Haddick, 2825 5th av. I

257—SUNBIT OF THE ROCKIES, WHITE FISH, MONT., meets 1st & 3d Wednesday, 3 p. m. in Masonic Hall. Mrs. C. H. Brawley. P Mrs. R. S. Eberly. S

258—RAMONA, COLORADO CITY, COLO., meets 2d & 4th Wednesdays, 2:30 p. m. in K. of P. Hall, N. 5th st. P Mrs. Thos. Bazil, 1420 Colorado st., Colorado Springs. P Mrs. Clara Harding, 1831 Washington av. S Mrs. A. G. Pack, 823 Colo. av. Colorado Springs, Colo. I

259—THOUSAND ISLAND, ROCKVILLE, ONT., meets 1st & 3d Wednesday 2 p. m., B. of L. E. Hall. Mrs. J. Pearce. P Mrs. W. W. Bramley, box 48. S Mrs. Geo. Clendenning, box 148. I

260—TWIN CITY, BRISTOL, TENN., AND VA., meets 2d & 4th Thursdays, 3 p. m., Masonic Hall, Virginia st. Mrs. Geo. W. Cooke, 628 Mary st. P Mrs. W. A. Davis, 13 Mary st. S Mrs. M. S. Groseclose, 710 Highland av. I

261—FAITHFUL FEW, NEW FRANKLIN, MO., meets 1st & 3d Fridays, 2:30 p. m., in K. of P. Hall. Mrs. H. S. Russell. P Mrs. J. H. Easley. S Mrs. J. R. Quinn. I

262—LONG ISLAND, JAMAICA, L. I., N. Y., meets 1st Tues. at 2 p. m. and 3 Thurs. at 7:30 p. m., in Fraternity Hall, Harriman ave. Mrs. Leo Brown, 78 Smith st. P Mrs. J. L. Forbell, 150 E. 4th st., L. I. City, N. Y. S Mrs. Geo. Hare, 47 Jefferson ave., Richmond Hill. I

263—GRAND VALLEY, GRAND JUNCTION, COLO., meets 2 & 4 Tues. 2:30 p. m., in Odd Fellows Hall. Mrs. M. H. Flynn, 545 Ouray av. P Mrs. E. H. Rogers, 838 Ouray av. S Mrs. Geo. Gordon, 438 Road st. I

264—UNION CITY, ST. PAUL, MINN., meets 1 & 3 Thurs. at 2:30 p. m., in I. O. O. F. Hall, cor. 5th and Washburn sts. Mrs. J. H. Anderson, 282 Sherburne av. P Mrs. A. H. Wales, 805 15th av. N. Minneapolis, Minn. S Mrs. J. Higdon, 861 Burr st. I

265—MRS. J. C. STREY, BRADFORD, PA., meets 1st & 3d Tuesday, 2 p. m., Malta Hall, 9 Main st. Mrs. E. E. Koryn, 112 Maplewood st. P Mrs. J. E. Baker, 222 South av. S & I

266—MRS. GEO. W. WEST, CARBONDALE, PA., meets 1st & 3d Thurs. 2 p. m., in W. Watt Hall, cor. Salem & Main sts. Mrs. J. M. Peck, Childs, Pa. P Mrs. Allen Monroe, 157 Belmont st. S Mrs. R. A. Craft, 32 Richmond st. I

267—CITY BY THE SEA, AT PORTS MOUTH, VA., meets 1st & 3d Wednesdays, 2:30 p. m., in Fraternity Hall, Port Norfolk. Mrs. R. G. Payne, 516 Maryland av. Port Norfolk. P Mrs. J. S. Query, cor. Emma & Mand Green sts. S Mrs. F. T. Beasley, 100 N. Cooke st. Park View. I

268—CLEVELAND, AT CLEVELAND, O., meets 2d & 4th Thurs., 2 p. m., Merrell's Hall, cor. W. 26th st. & Carrollay Mrs. W. T. Smith, 1342 E. 83d st. P Mrs. M. Rayel, 2511 Scranton Road, S. W. S Mrs. Wm. Riter, 3306 Daisy av. I

269—HARGOLD, DELPHOS, O., meets alternate Thursdays, 2 p. m. in G. I. A. Hall, North Main st. Mrs. Lucy Drolet, 131 E. 6th st. P & I Mrs. Emma Washburn, 201 E. 6th st. S

280—PARK CITY, BOWLING GREEN, KY., meets 1st & 3d Thursday, 2:30 p. m. in Red Men's Hall, cor. State and Main sts.

Mrs. J. O. Carroll, Kentucky st. P
Mrs. Wm. Luddy, Woodford st. S
Mrs. W. A. Stevens, cor. Woodford & Clay sts. I

281—GREEN RIVER, GREENFIELD, NASH., meets 1st & 3d Weds. 2 p. m. Forester's Hall, Bank Row.

Mrs. F. E. Hall, Deerfield st. P
Mrs. F. E. Whitcomb, 2 Beech st. S
Mrs. F. E. Hall, 2 Beech st. I

282—RALPH P. WAGGONER, ATCHISON, KAN., meets 2d & 4th Tuesdays, 3 p. m. in I. O. O. F. Hall, cor. 6th and Kansas ave.

Mrs. Emma E. Pausch, 965 Santa Fe st. S
Mrs. Mary E. Thomas, 514 Hilley st. S

283—SELMA, SELMA, ALA., meets 1st & 3d Tuesday, 3 p. m. R. E. Y. M. C. A., Alabama st.

Mrs. Jas. Fitzgerald, 908 Sylvian st. P
Mrs. Frank Hutchins, 132 Selma st. S
Mrs. W. M. Thomas, 340 Alabama st. I

284—BATTLE CREEK, BATTLE CREEK, MICH., meets 1st & 3d Wednesday, 2:30 p. m., B. of L. E. Hall, Upton Bldg.

Mrs. John Condon, 42 Beech st. P
Mrs. Fred Parker, 38 Beech st. S
Mrs. O. M. Leedy, 352 Cliff st. I

285—TACOMA, TACOMA, WASH., meets 2nd and 4th Fridays, 2 p. m. in I. O. O. F. Hall, cor. E. 25th and C sts.

Mrs. G. H. Miller, 317 East 27th st. P
Mrs. R. E. Allen, 3702 E. J. st. S
Mrs. J. H. Sallee, 4314 S. Yakima st. I

286—TOSTI OF MEXICO, SAN LUIS POTOSI, MEX., meet 1st & 3d Wed. 3 p. m., G. I. A. Hall, 4th Artilleria No. 12.

Mrs. Luisa Dunbar, la Esperanza No. 4. P
Mrs. Jas. Tobler, 2A Cabrera, 6. S
Mrs. J. D. Kennedy, 2A Cabrera, 8. I

287—APPLE BLOSSOM, MENA, ARIZ., meets 2d & 4th Tuesdays at 2:30 p. m. in Toben Hall, Fifth st.

Mrs. C. E. Covert, 1307 W. Port Arthur st. P
Mrs. L. Scarborough, 502 10th st. S
Mrs. J. McKenna, 10th st. I

288—RED ROSE, SAPULPA, OKLA., meets 2d & 4th Thursdays, 2:30 p. m., in Fraternity Hall, Main st.

Mrs. Wm. Tull, 1st st. P
Mrs. E. L. Gardner, 1st st. S
Mrs. Jno. Rynearson, 1st st. I

289—ST. LIGHT, PEHT, IND., meets 1 & 3 Thursdays, 2:30 p. m., B. of L. E. Hall, Broadway and Main st.

Mrs. Anna Barker, 209 W. Main st. P
Mrs. Jessie Armstrong, 272 W. Main st. S
Mrs. Ida Wolf, 265 W. Boulevard st. I

290—FREEPORT, FREEPORT, ILL., meets 2d & 4th Weds. 2:30 p. m. I. O. O. F. Hall.

Mrs. J. W. Meyer, 111 Galena st. P
Mrs. Chas. Reiger, 105 Carroll st. S
Mrs. A. L. Wheeler, 141 Washington st. I

291—STAR OF NINETEEN HUNDRED AND THREE, DENNISON, O., meets 2d & 4th Thursday, 2 p. m., Woodmen's Hall, cor. Grant & 2d st.

Mrs. Lena Rose, Miller av. P
Mrs. E. M. Young, Woodland st. S
Mrs. Mary Brown, N. 4th st. I

292—SYRACUSE, SYRACUSE, N. Y., meets 2 & 4 Tuesdays, 2 p. m. Ramion Hall.

Mrs. N. Gardiner, 714 Oswego st. P
Mrs. Charles G. Andrews, 232 Merfman av. S
Mrs. C. F. Farrar, 111 Hawthorne av. I

293—ED. H. HEATH, HOUSINGTON, KAN., meets 2d & 4th Fridays, at 2:30 p. m., in Masonic Hall.

Mrs. N. B. Scrogins, P
Mrs. Mary Heath, S
Mrs. O. H. Young, I

294—ROYAL OAK, TOLEDO, O., meets 2d and 4th Thursdays, in K. of P. Hall.

Mrs. Kathryn Brandt, 1208 Oak st. P
Mrs. Mary Nuneviller, 777 E. Woodville st. S
Mrs. May Royer, 212 Farnett st. I

295—TWIN RIVER, WOODBUSH, KAN., meets 1st & 3d Mondays at 2 p. m. in Pierce's Hall, Main st.

Mrs. Edd Gray, P
Mrs. F. J. Baker, S
Mrs. M. W. Lansdown, 7 Iowa st. I

296—STAR OF THE SOUTH, SHREVEPORT, LA., meets 1st & 3d Mondays at 2 p. m., McAdam Hall, Texas av.

Mrs. M. A. Polette, 1921 Parker av. P
Mrs. A. E. Mitchell, 1630 Bavis st. S
Mrs. J. T. Quill, I

297—ALEXANDRA, HAMILTON, CANADA, meets 2d & 4th Wednesdays 2:30 p. m. in A. O. F. Hall, James st.

Mrs. W. Pitt, 89 Pearl st. P
Mrs. F. J. Bains, 388 Bay st. S
Mrs. H. Dickhout, 338 So. Locust st. I

298—H. S. BRYAN, TWO HARBORS, MINN., meet 2 & 4 Thursdays, 2:30 p. m. in I. O. O. F. Hall, Cedar st.

Mrs. Susan Woodfill, P
Mrs. Cora Holmes, S
Mrs. Chas. Bonham, I

299—W. A. FOLK, BILTMORE, N. C., meet 1st and 3d Fridays, 2:30 p. m. in Columbia Hall, W. 23th ave. and Superior st.

Mrs. Chas. E. Emerson, 322 N. 25th ave. W. Delish, 1323 Piedmont av. S
Mrs. Alfred Dahl, 319 21st av. W. I

300—TRIO - AMARILLO, TEXAS, meets 2d & 4th Thursdays, 2:30 p. m., in I. O. O. F. Hall.

Mrs. Henry Blake, 1402 Lincoln st. P
Mrs. A. B. Zook, 410 Johnson st. S

301—PRIDE OF 475, SMITHVILLE, TEXAS, meets 2d & 4th Wednesdays, at 3 p. m., K. of P. Hall.

Mrs. D. Hart, P
Mrs. G. Hyson, box 324, S & I

302—PANHANDLE, DALLAM, TEX., meets 1st & 3d Thursdays, 2:30 p. m., in B. of L. E. Hall.

Mrs. J. E. Cushman, P
Mrs. J. W. Walling, P. O. Box 49, S
Mrs. J. W. Bilton, I

303—WAYNE, RICHMOND, IND., meets 1st & 3d Tuesdays, 2:30 p. m., in I. O. O. F. Hall, cor. 8th and Main sts.

Mrs. Fred O. Powers, 230 N. 18th st. P
Mrs. L. H. Kluter, 1722 North B. st. S
Mrs. J. E. Manford, 218 N. 16th st. I

304—P. M. ARTHUR, OMAHA, NEB., meets 2nd & 4th Wednesday, 3 p. m., B. of L. E. Hall, 110-112 14th St.

Mrs. Chas. Taylor, 28 Bluff st. P
Mrs. Alex. Campbell, 1721 5th av. Council Bluffs, Iowa, S
Mrs. D. Patton, 120 N. 26th st. I

305—MINERVA, M'DONOUGHVILLE, LA., meets 1st and 3d Mondays, at 2 p. m., in Gould's Hall.

Mrs. D. Watkins, P
Mrs. R. Engler, Box 66, S
Mrs. M. Morrissey, 2713 Banks st. New Orleans, La. I

306—WORLD'S FAIR, ST. LOUIS, MO., meets 2d & 4th Thursdays at 2 p. m., 2369 S. Jefferson ave.

Mrs. Ella Casper, 2327 Geyer av. P
Mrs. Wm. Richards, 2340 S. 12th av. S
Mrs. A. C. Brennecke, 3712 Hartford, I

307—THE GUTHRIE STAR OF 12, BRAD-ING, PA., meets alternate Weds. 2 p. m., in Geissler's Hall, 725 Penn st.

Mrs. Irene Kitzmiller, 1145 Robinson st. P
Mrs. Sallie Stoyer, 105 N. 5th st. S
Mrs. M. Mary Holland, 123 W. Douglas st. I

308—F. F. BELDEN, COLUMBIA, S. C., meets 1st and 3d Thursdays 2 p. m., in K. of P. Hall.

Mrs. J. E. McDaniel, 1510 Barnwell st. P
Mrs. L. M. Howerton, 1618 Henderson st. S
Mrs. J. W. Elliott, 11 Huleyville av. I

309—ALPHA, ALLIANCE, NER., meets 1st & 3d Thursdays, 2 p. m., I. O. O. F. Hall, 1923 N. 1st ave.

Mrs. Ada B. Allen, 608 Niobrara av. P
Mrs. Flora Hicks, 516 Niobrara av. S

310—GLIDING LIGHT OF 342, WILKING-TON, DEL., meets 2d & 4th Thursdays, 2:30 p. m., 515 Shipley st.

Mrs. Geo. Frederick, 815 Monroest. P
Mrs. R. B. F. Manser, 301 P. st. S
Mrs. J. M. Anderson, 702 West st. I

311—THE SHINING LIGHTS OF 44, RAWLINS, WYO., meets 2d and 4th Thursdays, 2 p. m., O'Donnell's Hall.

Mrs. J. B. Robinson, P
Mrs. W. F. Waldsmith, S
Mrs. Jas. Alphin, I

312—JAMES J. HILL, SEATTLE, WASH., meets 2d and 4th Wednesdays 2 p. m. in Foresters of America Hall, 1923 N. 1st ave.

Mrs. J. B. Kirsch, 132 3d av. N. P
Mrs. E. H. Crowe, 1015 6th av. N. S

313—GARNET, LUDLOW, KY., meets 1st & 3d Thursdays, 2 p. m., Masonic Hall, cor. Elm & Kenner sts.

Mrs. W. B. Boutet, River Road, P
Mrs. C. H. Henderson, 116 Elm st. S
Mrs. P. R. Moffett, 117 Elm st. I

314—SOKOBIS - SHAWNEE, OKLAHOMA, meet 2 & 4 Wednesdays, 2:30 p. m., Chisney 1 all.

Mrs. W. M. Martin, 204 S. Minnesota st. P
Mrs. W. A. Hann, 409 N. Tucker st. S
Mrs. J. L. Curry, 512 No. Park st. I

315—LAKE ONTARIO, OSWEGO, N. Y., meets 2d & 4th Wednesdays, 2:30 p. m., B. of L. E. Hall, E. 3d st.

Mrs. Geo. H. Murdock, 180 E. 2d st. P
Mrs. W. E. Gable, 92 W. Cayuga st. S
Mrs. A. O. Hicks, 190 W. 8th st. I

316—LATHA GAYNOR, KANKAKEE, ILL., meets 2d & 4th Wednesdays 2:30 p. m., in K. of P. Hall, East ave.

Mrs. Rose Walker, 350 Dearborn av. P
Mrs. Nellie Harrington, 364 Schuyler av. S
Mrs. Jessie Baker, 642 Schuyler av. I

317—THREE BRANCH, AUGUSTA, ARK., meets 2d & 4th Wednesdays, 2:30 p. m., Vogel's Hall, cor. 4th & Main sts.

Mrs. Anna L. Pfa, 321 Olive st. P
Mrs. Fannie Porter, 211 Main st. S
Mrs. Mary E. Myers, 405 Olive st. I

318—J. H. SALLEY, LIVINGSTON, MONT., meets 1st and 3d Tuesdays at 2 p. m., in Masonic Hall.

Mrs. C. H. Goddard, 508 N. B. st. P
Mrs. J. O. Woolverton, 11 S. G. st. S
Mrs. Miles Ray, 228 So. 7th st. I

319—J. S. MATSON, GREENVILLE, PA., meets 2d & 4th Wednesdays at 2:30 p. m., in K. of P. Hall, Main st.

Mrs. M. F. Stuck, 192 Clinton st. P
Mrs. F. J. McCall, 115 Columbia av. S
Mrs. E. C. Miller, 104 Shenango st. I

320—MARSHALL NEIL, MARSHALLTOWN, IOWA, meets 2d & 4th Thurs., 2:30 p. m. in Red Men's Hall, W. Main st.

Mrs. E. C. Brown, 407 S. 3d st. P
Mrs. C. K. Williams, 107 S. Center st. S
Mrs. D. J. Collins, 406 W. Nevada st. I

321—LEHIGH, LEHIGHTOWN, PA., meets 1st & 3d Thurs. 2 p. m., Rouse Hall, 1st st.

Mrs. Ben Bartolet, P
Mrs. Leroy Ritter, N. 4th st. S
Mrs. Phaon Shoemaker, I

322—PLACER, ROSEVILLE, CAL.

323—JOHN J. ELLIS, ST. PAUL, MINN., meets 2d & 4th Thursdays 2 p. m. in I. O. O. F. Hall, cor. Wabash & 8th st.

Mrs. Herbert Wallace, 355 Warsaw st. P
Mrs. O. E. Gormley, 709 Tuscarora st. S
Mrs. Emily Olson, 368 Warsaw st. I

324—OASIS, MONT WILLIAM, ONT., meets 1st & 3d Tuesdays, 3 p. m., in Nesall Hall, Simpson st.

Mrs. J. J. Sheridan, 205 Syndicate av. P
Mrs. J. C. Freegan, 233 av. st. S
Mrs. F. Kidd, 130 Deane st. I

325—ELIZABETH CITY, GREAT FALLS, MONT., meets 2d & 4th Thurs. 2:30 p. m., Odd Fellows' Hall, Central av.

Mrs. R. G. Stone, 223 7th av. S. P
Mrs. Arthur Hurd, 325 6th av. S. S
Mrs. Celia Lowe, 325 6th av. S. I

326—CHICKIES ROCK, COLUMBIA, PA., meets alternate Thursdays, 2 p. m., Swartz Bldg. cor. 3rd & Locust sts.

Mrs. J. H. Williams, Downingtown, Pa. P
Mrs. J. W. English, 4221 Stiles st. West Philad. Iphia, Pa. S
Mrs. J. M. Wren, 725 Chestnut st. I

327—ST. BALDY, HILLWAY, WASH., meets 2d & 4th Tuesdays, 2 p. m., in O. O. F. Hall.

Mrs. Martin E. Snyder, 126 Queen av. P
Mrs. Harry R. Jones, 430 Regal st. S
Mrs. Geo. H. Wagoner, 414 Regal st. I

328—SCHUYLKILL, TANAQUA, PA., meets 1st & 3d Wednesdays 2 p. m., Odd Fellows Hall, E. Broad st.

Mrs. E. Miller, 302 Hunter st. P
Mrs. Thos. J. Howell, 180 Hunter st. S
Mrs. Harry Kramer, Elm st. I

329—W. E. DENNISON, COTTELL GROVE, KAN., meets 1st & 3d Thursdays, 2:00 p. m. in Security Hall, Main st.

Mrs. W. E. Dennison, P
Mrs. Clara Norton, S
Mrs. Clara Keener, I

330—IVY, TRINIDAD, COLO., meets 1st & 3d Wednesdays, 2 p. m., Odd Fellows Hall.

Mrs. J. H. Pilkington, 821 E. 1st st. P
Mrs. Don S. Ashby, 1214 Linden av. S
Mrs. O. C. Waller, 561 Linden av. I

331—BLUE RIDGE, ROANOKE, VA., meets 2d & 4th Wednesdays 2:30 p. m., in Mystic Chain Hall.

Mrs. T. F. Dixon, 924 Patterson av. P
Mrs. Robert Spangler, 501 Campbell av. S
Mrs. J. W. Stolt, 1223 Chapman av. I

323—PHILADELPHIA, PHILA., PA., meets alternate Wednesdays, 2 p.m., Davis Hall, 35th St. & Lancaster av. P Mrs. H. M. Cooper, 123 So. 51st st. P Mrs. H. B. Warrick, 133 So. 51st st. P Mrs. Geo. Moore, 1944 So. 51st st. I

325—LAKE ERIE, LORAIN, G., meets 2d Tuesday 2 p.m., and 4th Tuesdays, 7:30 p.m., K. of P. Hall, 1735 Pondfield av. P Mrs. S. W. Scott, 1620 1/2 Irvington av. P Mrs. Sarah Gethett, 230 Dexter st. P Mrs. C. E. Lange, 322 3d av. I

324—MOUNTAIN CITY, DE BOIS, PA., meets 1 & 3 Wednesdays, at 2 p.m., in Webber Hall, Brady st. P Mrs. Geo. Brody, 27 W. Washington st. P Mrs. E. S. Vosburg, 7 Junata st. S Mrs. J. B. Averill, 309 Knarr st. I

325—QUEEN OF THE VALLEY, ALLENTOWN, PA., meet 1st & 3d Thursdays 2 p.m., Hunsickers Hall, 31 N. 7th st. Mrs. H. A. Geisenhainer, 156 Linden av. P Mrs. Sadie C. Latta, 25 So. Penn st. P Mrs. Libbie E. Hill, 216 Ridge av. I

326—MERGER, MEXICO CITY, MEXICO, meets 1st & 3d Thursdays, 3 p.m., in B. of L. E. Hall, 5a Estrella 105. P Mrs. H. H. Kaeten, 1a Guerrero 145. P Mrs. C. H. Barnes, 8a de Zarco 129. I Mrs. C. W. Lason, 1a Mosqueta 181. I

327—LOYAL, BELLEVILLE, ONT., meets 1st and 3d Wednesday, 2 p.m., in B. of L. E. Hall. P Mrs. B. Mayo, G. T. B. P. O. P Mrs. J. Held, Box 74, Station P. O. S Mrs. W. J. Logno, N. B. P. O. I

328—NORTH STAR, STAPLES, MINN., meets 1st and 3d Saturdays, 3:00 p.m., in Scandinavian Hall. P Mrs. G. H. Wilson. P & I Mrs. O. Kirchoesmer. S

329—PACIFIC, KERN, CAL., meets 2d and 4th Thursdays, 2 p.m., K. P. Hall. Mrs. Chas. Willey, 705 Mt. St. P Mrs. E. B. Gilbert, 1981 Pine st. P Bakersfield, Cal. S Mrs. Geo. Gunter, 820 Mt. St. I

330—ROEHLING, TRENTON, N. J., meets alternate Thursdays, 2:30 p.m., Arco-Hall, E. State st. P Mrs. Thos. Cope, 242 1/2 Ferry st. P Mrs. E. H. Fenton, 120 N. Montgomery st. S Mrs. W. E. Browning, 59 Model av. I

331—HIGHLAND, CRESTON, IOWA, meets 1st & 3d Fridays, 2:00 p.m., Gibson's & Phillips Hall, Vine st. P Mrs. John A. White, 306 W. Newell st. P Mrs. Lon C. Abbott, 206 N. Cherry st. S Mrs. G. B. Thompson, 712 W. Mill st. I

332—WES BARRY ST. CLAIR, EAST ST. LOUIS, ILL., meets 2d & 4th Friday 2 p.m., in Eagles Hall. P Mrs. C. A. Goodin, 2307 Henriette st. St. Louis, Mo. P Mrs. S. H. McLaughlin, 8109 Bond av. S Mrs. John Wall, 1456 Gaty av. I

333—THE BURLINGTON, BURLINGTON, IOWA, meets 2d & 4th Tuesdays, 2 p.m., K. of O. Hall. P Mrs. J. G. Sutherland, 414 S. 5th st. P Mrs. Ida Lidstrand, 802 S. 5th st. S Mrs. C. E. Manning, 801 So. Central av. I

334—SUPREME, CHAMPAIGN, ILL., meets 1 & 3 Wednesdays, 2 p.m., in B. of L. E. Hall, 28 Neil st. P Mrs. Margaret Hayes, 104 Springfield av. P Mrs. O. E. Gillen, 408 E. Green st. S Mrs. J. Graney, 817 S. Niel st. I

335—VALDALIA, LOGANSPORT, IND., meets alternate Tuesdays, 2 p.m., in Ben Hur Hall, cor. 4th & Broadway. P Mrs. S. O. Hight, 510 Wheatland av. P Mrs. Geo. Listerback, 1011 Linden av. S Mrs. Earl Denbo, 306 Sycamore st. I

336—MOUNT ROYAL, MONTREAL, QUE., meets 1st Thursday 2:30 p.m. & 3rd Thursday at 8 p.m. in Victoria Hall, Westmount. P Mrs. Robt. King, 90 Knox st., Pt. St. Charles. P Mrs. Wm. Taylor, 66 Poplar st., St. Henri. S Mrs. L. Parker, Notre Dame de Grace. I

337—THE PORTAGE, PORTAGE, WIS., meets 1st & 3d Tuesdays, 7:30 p.m., in Eagles Hall. P Mrs. Patrick McKehe, 1011 Cass st. P Mrs. E. C. Schneider, 712 Prospect av. S Mrs. John Little, 820 Emmet st. I

338—BOX ANI, GALESBURG, ILL., meets 2d & 4th Wednesdays, 2:30 p.m., in Maccabee Temple. P Mrs. W. H. Miller, 106 Lincoln st. P Mrs. W. Jennings, 1042 E. South st. S Mrs. B. Wagner, 416 Maple av. I

339—W. D. ROBINSON, WASHINGTON, IND., meets 2d & 4th Wednesdays, 2:30 p.m., in K. of P. Hall, Main st. P Mrs. Cliff Markel, Oak & W. Second sts. P Mrs. M. Toohy, 301 S. Meridian st. S Mrs. A. Haag, 1308 McCormick av. I

340—ESCHSCHOLTZIA, POINT RICHMOND, CAL., meets 2d & 4th Thursdays 2:30 p.m., in Fraternal Hall. P Mrs. Lee Selvy, Richmond, Cal. P Mrs. Wm. Runyon. S Mrs. F. P. Stalts, Richmond, Cal. I

341—MRS. JOHN HENNEY, NEW YORK CITY, N. Y., meets 2d & 4th Thursdays, 2:30 p.m., 12th Ward Bank Bldg., Lexington st. & 125th st. P Mrs. O. J. Ogden, 1031 Fox st. P Mrs. Jas. J. Burn, 1413 Beach av., Westchester, N. Y. S Mrs. W. R. Marley, 16 William st. I Stanford, Conn. I

342—ST. LAWRENCE, RIVIERE DU LOUP, PROV. QUEBEC, CAN., meets every 2d & 4th Tuesdays, 2 p.m., B. of L. E. Hall, 224 St. Andre st. P Mrs. John B. Murphy, St. Andre. P Mrs. Jos. Couillard, St. Andre. S Mrs. J. Maxwell Scott, St. Andre. I

343—WARREN S. STONE, FITCHBURG, MASS., meets 2d & 4th Thursdays, 2 p.m., G. A. R. Hall, 129 Main st. P Mrs. J. A. Crowther, 110 Myrtle av. P Mrs. E. J. Mulaney, 120 Myrtle av. S Mrs. H. E. Parker, 38 Harvard st. I

344—ALAMO, SAN ANTONIO, TEX., meets alternate Fridays, 3:00 p.m., Odd Fellows' Hall, Houston st. P Mrs. N. B. Wyatt, 905 N. Mesquite st. P Mrs. Jas. Hopper, Sta. ANZEMorale st. S Mrs. L. W. Winzer, 533 Mason st. I

345—MRS. J. A. MORTON, BRECKENRIDGE, MISS., meets 3d & 4th Wednesdays at 2:30 p.m., in K. of P. Hall. P Mrs. Cleona Woodford. S Mrs. Anna B. Anderson, Box 715. S Mrs. Alice Murphy. I

346—THE SANTA LUCIA, SAN LUIS OBISPO, CAL., meets 1st & 3d Thursdays, 2:30 p.m., Eagles Hall, Higuera st. P Mrs. J. A. Burke, 1700 Osos st. S Mrs. A. C. Thyle, 1345 Moro st. I

347—ACRORA, ACRORA, ILL., meets 1st & 3d Wednesdays, 2:30 p.m., in Schoeberlin Hall, Fox st. P Mrs. J. P. Jordan, 345 Elm st. P Mrs. E. J. Cooper, 34 N. West st. S Mrs. Owen Murry, 31 Spencer st. I

348—SPRING TIME, COMMERCK, TEXAS, meets 2d & 4th Thursdays, 2:30 p.m., in B. of L. E. Hall. P Miss D. B. Langridge. S Mrs. J. W. Powell. S Mrs. J. W. Parton. I

349—PRIDE OF NINETY-EIGHT, LINCOLN, NEB., meets 1 & 3 Wednesdays, 2:00 p.m. in G. A. R. Hall. P Mrs. Joale Moore, 1928 E. st. S Mrs. Maude Johnson, 1201 U. st. S Mrs. Anna McGoroy, 720 N. 12th st. I

350—SINCERITY, PRINCETON, INDIANA, meets 1st & 3d Wed. 2 p.m. Union Hall. P Mrs. John Boyles, 905 Seminary st. P Mrs. E. J. Smith, 219 S. Gibson st. S Mrs. M. Langford, Baldwin Heights. I

351—MARY L. COOK, WOODSVILLE, N.M., meets 2d & 4th Tuesdays, 2 p.m., K. of O. Hall, Central st. P Mrs. F. C. Gale. S Mrs. P. C. Smith. S Mrs. N. J. Miller. I

352—QUEEN ALEXANDRIA, ST. THOMAS, CAN., meets 2d & 4th Thursdays, 2:30 p.m., I. O. O. F. Hall, Talbot st. P Mrs. J. Gowing, 88 Gladstone st. P Mrs. D. A. Walker, 108 Wellington st. S Mrs. J. Taylor, 64 Catherine st. I

353—SPENCER, SPENCER, N. C., meets 2d & 4th Thurs. 2 p.m., Masonic Hall. P Mrs. D. A. Beaver, Salisbury, N. C. P Mrs. A. D. Smith. S Mrs. S. S. Moore. I

354—WARASH VALLEY, WARASH, IND., meets alternate Wednesdays 2:30 p.m., in Ben Hur Hall, Market st. P Mrs. O. J. Moore, 183 E. Hill st. S Mrs. W. F. Hockaday, 84 Stitt st. S Mrs. C. F. Scheer, 136 E. Hill st. I

355—SASKATCHEWAN MOOSE JAW, PROV. OF SASKATCHEWAN, CANADA, meets 2d & 4th Wed. 7:30 p.m., in Hitchcock's Hall, Main st. P Mrs. Chas. Unwin, 48 River st. E. P Mrs. J. Humble, 120 E. Fairford st. S Mrs. W. Delbridge, 61 W. High st. I

356—PRIDE OF 257, MINNEAPOLIS, MINN., meet 2d & 4th Thursdays at 2:30 p.m. in Maccabee Hall, cor. Bloomington and Franklin av. P Mrs. O. Humphrey, 2121 Cedar av. P Mrs. M. Kelley, 2461 Cedar av. S Mrs. Loma Mase, 24 S. Elliott av. I

357—ETREKA, DALTON, ILL., meet 2d & 4th Thurs. 2 p.m. A. O. U. Hall. P Mrs. W. West. S Mrs. T. Harper. S & I

358—CANADIAN PACIFIC, TORONTO JUNCTION, ONT., meet 1st & 3d Thursdays, 2:30 p.m., St. James Hall. P Mrs. Wm. Boukhill, 19 Northcote av. Toronto. P Mrs. Geo. Wanless, 150 Pacific av. S Mrs. Charles Camplin, 54 Quebec av. West Toronto, Ont. I

359—NANOTONOME, HALLSTEAD, PA., meets 1st & 3d Thursdays at 2:30 p.m. in Swarts Hall. P Mrs. S. O. Swarts. S Mrs. O. W. Tinsley, Dalton, Pa. S Mrs. E. Stalker, 49 New York av. I

360—PRIDE OF OHIO, MIDDLEPORT, O., meets 1st & 3d Thursdays, 2 p.m. in K. of P. Hall. P Mrs. E. E. Smith. S Mrs. Martin J. McCarty. S Mrs. Jas. Stevens. I

361—FRISCO, THAYER, MO., meets 1st & 3d Mondays, 2:30 p.m., Boyd's Hall. P Mrs. Jacob Myers. S Mrs. George Upham. S Mrs. Frank Cooper. I

362—CRAWFORD, COLUMBIA, GA., meets alternate Thursdays, 2:30 p.m., in Royal Arcanum Hall, First av. P Mrs. A. E. Simpson, 1500 Second av. P Mrs. G. O. Collins, 1800 19th st. S Mrs. V. H. Green, 1108 15th st. I

363—YOGA, LIMA, OHIO, meets 1st and 3d Fridays, 2 p.m., in Mt. Hall's Hall, N. E. cor. Public Sq. P Mrs. W. H. Warner, 628 Delphos av. P Mrs. Laura Rydman, 711 N. Jefferson st. S

364—GOOD HOPE, HARRISBURG, PA., meets 2d & 4th Thursdays, 2 p.m., in Mauck's Hall, cor. 6th & Reker sts. P Mrs. D. A. Leidy, 316 Cumberland st. P Mrs. Wm. Gardner, 414 1/2 Harris st. S Mrs. D. F. Snyder, 1712 Gr. en. st. I

365—OCHULGER, MACON, GA., meets 1st & 3d Thursdays, 2:30 p.m., in Odd Fellows' Hall. P Mrs. A. J. Brooks, 863 2nd st. S Mrs. M. Williams, 317 Church st. East Macon. S Mrs. B. F. Anderson, 823 Arch st. I

366—VIOLET, CHICAGO, ILL., meets 1st & 3d Wednesday, at 2 p.m., in Lawn Dale Hall, cor. Ogden & Tremaine av. P Mrs. O. Danziger, 880 S. Homan av. P Mrs. F. E. Ferris, 1012 W. 13th st. S Mrs. Ernest Fisher, 738 S. Kedzie av. I

367—HELPSHATE TO 531, NEW ORLEANS, LA., meets 1st & 3d Wednesdays, 2 p.m., in K. of P. Hall, Bermuda st. P Mrs. R. J. Coffman, 520 Pelican av. P Mrs. E. H. Cayard, 446 Belleville st. S Mrs. E. M. Collins, 315 Belleville st. I

368—ARBITUS, GLADSTONE, NICH., meets alternate Wednesdays, 7:30 p.m., in Wassa Hall, 9th st. P Mrs. Clair W. LaFever, Wisconsin. P Mrs. J. T. Fitzpatrick, 1287 Wisconsin. S

369—TRINITY VALLEY, TRAUER, TEX., meets 1st & 3d Wednesday at 2:30 p.m. in K. of P. Hall. P Mrs. A. Zeanon, box 139. S Mrs. J. T. Odell, Box 486. S Mrs. W. D. Moore. I

370—HOWARD, WESTON, W. VA., meets 1st & 3d Wednesdays, 2:30 p.m., in Eagles' Hall, Main st. P Mrs. J. O. Jordan. S Mrs. F. D. Marsh, 218 Bland st. S Mrs. G. B. Ramsburg. I

381—CARNEGIE, CARNEGIE, PA., meets 2 & 4 Wednesdays, 1:30 p.m., in Masonic Hall, cor. Main and Broadway. P Mrs. J. E. Keenan, 34 Boro View av. P Mrs. S. V. Uish, Wabash av. S Mrs. Frank Knox, 807 Dick av. I

892--BELL POINT, FORT SMITH, ARK., meets 1st & 3d Wednesdays, 2:20 p.m., in Modern Woodmen's Hall.
 Mrs. Maud Gault, 1208 5th st.
 Mrs. Rhoda Willis, 917 N. 6th st.
 Mrs. Susie Brochus, 600 N. 4th st.
 893--PLANT, WAYCROSS, GA., meets 2d & 4th Wednesdays, at 2:30 p.m., in Red Men's Hall, P. M. Masonic.
 Mrs. E. S. DuBois, 56 Gilmore st.
 Mrs. J. M. DuBois, 56 Gilmore st.
 Mrs. A. R. Campbell, cor. Stevenson & Reynolds.
 894--ST. JOHN'S, JACKSONVILLE, FLA., meets 2d & 4th Thursdays, 7:00 p.m., Foresters Hall, 12-14 E. Bay st.
 Mrs. N. N. Wakefield, 1628 Park st.
 Mrs. F. W. Amazon, 649 Grape st. & 841
 895--CABLE, OTTUMWA, IOWA, meets 2 and 4 Thursdays, 2:30 p.m., in O. H. C. Hall, cor. Main & Market sts.
 Mrs. J. J. Smith, 1015 Plum st.
 Mrs. P. J. McGovern, 682 E. Saman-
 tha st.
 Mrs. F. E. Orris, 115 N. Clay st.
 896--DELOSS EVERETT, BROOKFIELD, MO., meets 1st and 3d Wednesdays, 2:30 p.m., in I. O. O. F. Hall.
 Mrs. F. W. Davis, 215 John st.
 Mrs. Harry Anderson, 432 E. Park av.
 Mrs. Geo. East, 319 S. Main st.
 897--ALICE BILLS, SPRINGFIELD, O., meets 2d & 4th Thursday 2 p.m. in O. U. A. M. Hall.
 Mrs. Geo. Combs, 302 S. Belmont av.
 Mrs. Ella E. Bridge, R. F. D. 3, Box 136.
 Mrs. Kate Means, 438 Grand av.
 898--MRS. HOWARD R. NIGHT, CUMBER-
 LAND, MD., meets 1st & 3d Sat. 1:30 p.m., in I. O. O. F. Hall, Center st.
 Mrs. May Twigg, Ridgely, W. Va.
 Mrs. Reb. Arnold, Patterson av.
 Mrs. Mary Grain, Fairview av.
 899--IDEAL, CONCORD, S. H., meets 1st Thursday & 3d Friday at 2:30 p.m., B. of L. E. Hall, Hill's Bldg., N. Main st.
 Mrs. Lizzie Smith, 25 Eastman st.
 Mrs. J. G. Diamond, 38 S. State st.
 Mrs. C. S. Woods, 36 Warren st.
 900--ANBARAKA, SHERIDAN, WYO., meets 2d & 4th Fri. in K. of P. Hall.
 Mrs. Grace Doyle, Coffeen av.
 Mrs. Blanche Bradford, 606 N. Main st.
 Mrs. Isabella Coyne, Wyoming av.
 901--TOLEDO, TOLEDO, O., meets 1st & 3d Wednesday 2 p.m., in Anthony Wayne Hall, Broadway.
 Mrs. Esther Watson, 543 Knowler st.
 Mrs. J. M. Cregan, 1607 Western av.
 Mrs. Emma Kirkham, 554 Walnut av.
 902--ARROWHEAD, LOS ANGELES, CAL., meets 2d and 4th Thursdays at 2:00 p.m. at 1966 E. 1st st., L. A.
 Mrs. J. Warboys, 202 E. 4th st.
 Mrs. G. G. Mason, 230 E. 24th st.
 Mrs. J. P. Matthew, 1917 E. 24th st.
 903--MARTHA WASHINGTON, MT. CAR-
 NEL, ILL., meets 2d and 4th Thurs-
 days in B. of L. E. Hall.
 Mrs. M. Johnston, 381 N. Mulberry st.
 Mrs. Grant Hall, 331 E. 9th st.
 Mrs. S. G. Rush, 110 W. 7th st.
 904--HEART RIVER, DICKINSON, S. D., meets 1st and 3d Saturdays, 7:30 p.m.
 Mrs. Alfred White, 1000 1st st.
 Mrs. Almira Jennings, 1000 1st st.
 Mrs. W. H. Flanagan, 1000 1st st.
 905--JANITA, SALEM, ILL., meets 2d & 4th Fri. 2 p.m., Odd Fellows Hall.
 Mrs. C. C. Reder, 1000 1st st.
 Mrs. Mary Dankel, R. F. D. 4.
 Mrs. V. E. Musgrove, 1000 1st st.
 906--ATHENS, SHERMAN, TEX., meets 1st and 3d Wed. 2 p.m., Bailey's Hall.
 Mrs. G. W. Arnot, 309 N. Willow st.
 Mrs. C. M. Rogers, 611 E. Houston st.
 Mrs. F. L. Goodson, 1100 Richards st.
 907--ALLEGHANY, CLIFTON FORGE, VA., meets 2d & 4th Mon., 2:30 p.m., Masonic Temple.
 Mrs. R. B. Parton, 49 Church st.
 Mrs. T. H. Howerton, 700 E. 4th st.
 Mrs. G. E. Shewalter, McCormick st.
 908--JEPHTHA, BIRMINGHAM, ALA., meets 2d and 4th Wednesdays 2 p.m., in Red Men's Hall, 1917 1/2 1st av.
 Mrs. E. C. Alexander, 2509 7th Ave. P.
 Mrs. John H. Hurd, 1302 1st st.
 Mrs. E. McClinton, 3614 5th av. So.
 909--SWEET OLIVE, FLORENCE, S. C., meets 2d and 4th Tuesdays 8 p.m. in Brotherhood Hall, Evans St.
 Mrs. E. Shields, 1 N. Jarrotte st.
 Mrs. J. D. Latham, 510 Evans st.
 Mrs. Lee Shearer, 17 S. Jarrotte st.

400--PRIMROSE, WICHITA, KANS., meets 2d & 4th Tuesdays at 2:30 p.m., in Macabees Hall, Douglas av.
 Mrs. Lottie McElride, 63 N. Waco st.
 Mrs. Crossie King, 525 Waco av.
 Mrs. Myrtle Hayden, 515 Riverview st.
 401--PRIDE OF GALLOWAY, HIC-
 ERSTOWN, MD., meets 2 & 4 Thor., 2 p.m., Masonic Temple, Potomac st.
 Mrs. J. A. Gardner, 36 Elizabeth st.
 Mrs. M. E. McCleary, Bl. Pool, Md.
 402--FERN, ANAHILLO, TEX., meets 2 & 4 Weds., 2:30 p.m., Odd Fellows Hall.
 Mrs. Jennie Callahan, 30 N. Grant st.
 Mrs. Dora Rhodes, 400 N. Lincoln st.
 Mrs. M. Lewis, 604 Buchanan st.
 403--O. W. MOON, LA GRANDE, OREGON, meets 2nd & 4th Tuesdays, 2 p.m., K. of P. Hall.
 Mrs. P. M. Jackson, 822 O. av.
 Mrs. L. Givan, 1116 Washington av.
 Mrs. L. E. Ferguson, 2005 O. av.
 404--DREYMOND, CHAUDIERE, QUEBEC, CANADA, meets 2nd & 4th Tuesdays in B. of L. E. Hall.
 Mrs. James McNaughton, Chaudiere Currie.
 Mrs. W. H. Tooley, Chaudiere Junction.
 Mrs. Geo. H. Goddard, Ft. Levis, So. Quebec.
 405--PANAMA, LAS CASCADES, C. Z., PANAMA, meets 2nd & 4th Fridays, 2 p.m., in Commission Lodge Room.
 Mrs. Ella Brown, Pedro Miguel, C. Z.
 Mrs. Margaret C. Williamson.
 406--BOHA BUSTED, GLENN'S FERRY, IDAHO, meets 2nd & 4th Tuesdays at 8:30 p.m., Gorry Hall.
 Mrs. W. L. Worl.
 Mrs. Fred Laing.
 Mrs. H. W. Joslyn.
 407--STRATHCONA, MONTREAL, QUEBEC, CANADA, meets 2d & 4th Wednesdays, 2:15 p.m., Fairmount Hall, Fairmount av.
 Mrs. Geo. Magowan, 457 Sherbrooke st.
 Mrs. A. T. Houston, 2703 Mance st.
 Mrs. W. L. Stevens, 2552 Hutchin on st.
 408--FAIRHEAD, ASHLAND, KY., meets 1st Thursday & 3d Saturday, 2 p.m., I. O. O. F. Hall, Winchester av., between 15th and 16th sts.
 Mrs. B. L. Wesley, 1-25 E. Winchester av.
 Mrs. John Tierney, 612 W. Central av.
 409--FRENCH BROAD, ASHEVILLE, N. C., meets 1st & 3rd Wednesdays 3 p.m., K. of P. Hall.
 Mrs. L. P. Aldrich, 95 Ora st.
 Mrs. J. H. Street, 157 Park av.
 Mrs. J. L. Bishop, 149 Bartlett st.
 410--MARION, JERSEY CITY, N. J., meets 1st and 3rd Thursdays at 2 p.m., in Fischers Hall, Newark av. & Erie st.
 Mrs. W. H. Woolsey, 21 Romaine av.
 Mrs. L. Bates, 82 Magnolia av.
 Mrs. A. Schlegel, 388 Magnolia av.
 411--N. F. WILLIAMS, COLLEEN HILLS, ILL., meets 2d & 4th Fridays, 2:30 p.m., B. of L. E. Hall, Main st.
 Mrs. M. P. McWilliams, 1215 N. 2d av.
 Mrs. G. W. Carson, 124 N. 13th st.
 Mrs. A. E. Cheatham, 1038 N. 3d av.
 412--NUTMEG STATE, NEW LONDON, CONN., meets 1st & 3rd Wednesdays at 2:30 p.m., Mohegan Lodge Room, 88 State st.
 Mrs. A. W. Brickley, 9 Brewer st.
 Mrs. A. R. Wilson, 161 Howard st.
 Mrs. C. E. Sartoris, 252 State st.
 413--MONTGOMERY, NORRISTOWN, PA., meets 1st & 3rd Thursdays 2 p.m., Odd Fellows Temple.
 Mrs. Minerva Curdy, I. R. D.
 Mrs. Jos. F. Costello, 48 E. 4th st.
 Bridgeport, Pa.
 Mrs. B. F. Balchauer, 492 Ford st.
 Bridgeport, Pa.
 414--ATURN PARK, CHICAGO, ILL., meets 1st & 3rd Thursdays, 2 p.m., in Auburn Hall.
 Mrs. R. A. Shepherd, 622 W. 78th st.
 Mrs. J. K. Jackson, 740 W. 79th st.
 Mrs. A. Cole, 7823 Union av.
 415--J. H. DACEY, STANBERRY, MD., meets 2d & 4th Tuesdays, 2:30 p.m., in Masonic Hall.
 Mrs. J. J. Smith.
 Mrs. S. K. Davidson.
 Mrs. A. D. McGinnis.
 416--DAI PHIN, DALPHIN, MANITOBA, CANADA, meets 2d & 4th Wednesdays, 2:30 p.m., I. O. O. F. Hall.
 Mrs. J. M. McLeod, Third av. S.
 Mrs. C. Street, 117 4th st.
 Mrs. W. B. Harritt.

417--ROYSTON, ROCKY MOUNT, N. C., meets 2d & 4th Thursdays at 3 p.m., in Elks Hall.
 Mrs. Hug. Lancaster, 412 Arlington st.
 Mrs. Emily Hughes, 442 S. Washing-
 ton st.
 Mrs. Howard Barbour, Express Office Bldg.
 418--SWASTIKA, CLEVELAND, IA., meets 2nd & 4th Wednesdays at 2 p.m., at 919 S. 16th st.
 Mrs. L. F. Breitenbucher, 1004 Drake ave.
 Mrs. E. S. Gilbert, 307 E. Terry st.
 Mrs. F. Rinckel, 802 S. 16th st.
 419--MRS. ELIZABETH AREHART, CIN-
 CINNATI, OHIO, meets 2d and 4th Wednesdays at 2 p.m., in G. A. R. Hall, Eastern av.
 Mrs. Mary E. Hunt, 4841 Eastern av. P.
 Mrs. J. J. Berry, 3834 Morris Place S.
 Mrs. Eola Stricker, 566 Delta av.
 420--LINCOLN LIGHT, SPRINGFIELD, ILL., meets 2d & 4th Monday at 2 p.m., in Odd Fellows Hall, cor. 4th and Monroe sts.
 Mrs. May Lyons, 127 S. 8th st.
 Mrs. Ada L. Klockson, 814 Cass st.
 Mrs. Ada Irwin, 912 S. 12th st.
 421--CRESCENT OF 1908, FORT WORTH, TEX., meets 1st & 3rd Fridays, 2:30 p.m., in I. O. O. F. Hall, cor. First and Throckmorton sts.
 Mrs. D. J. Ryan, 1100 St. Louis av. P.
 Mrs. A. H. Moser, 314 N. Harding st.
 Mrs. W. J. Robinson, 916 E. Hattiest.
 422--MOUNT BEGGIE, REVELSTOCK, B. C., meets 2nd Friday at 2 p.m., & 4th Fri., 2:30 p.m., in Selkirk Hall.
 Mrs. H. Crook, 144 N. 4th av.
 Mrs. A. Kenward, 4th st.
 Mrs. S. Stangler.
 423--MOUNTAIN GEM, FOCATELLO, IDAHO, meets 2 & 4 Frids., 2:30 p.m., W. O. W. Hall, N. Main st.
 Mrs. Louis Blazek, 829 N. Arthur av.
 Mrs. P. J. Knowles, 144 N. 4th av.
 Mrs. S. J. Foley, 28 N. Harrison st.
 424--RIGHT BOWER, LA JENVA, COLO., meets 2d & 4th Wed., 2:30 p.m., in Woodmen's Hall.
 Mrs. L. Heirgood, 821 Cimarron st.
 Mrs. G. Messenger, 405 Cimarron st.
 Mrs. Lois E. Hall, 223 Raton av.
 425--E. A. BURGESS, FITZGERALD, ILL., meets 1st and 3rd Wed. at 2 p.m. in Odd Fellows Hall.
 Mrs. E. A. Vickroy, 311 S. Main st. P.
 Mrs. Eugene Judge, 408 S. Grant st. S.
 Mrs. J. R. Graham, 301 W. Pine st.
 426--WINIFRED, FREEDOM, PA., meets 2nd & 4th Wed. in Lewis Hall.
 Mrs. Jno. Horner, Fourth av.
 Mrs. I. M. Reed, Conway, Pa.
 Mrs. Wm. Harris, Conway, Pa.
 427--PALM, CLARION, IA., meets 2d and 4th Fri., 2:30 p.m., Masonic Hall.
 Mrs. F. A. Tuller.
 Mrs. W. E. Olson.
 Mrs. J. S. Shirk.
 428--JOAQUIN, FRESNO, CAL., meets 2d & 4th Tuesday at 2:30 p.m., in I. O. O. F. Hall.
 Mrs. Horace M. Vance.
 Mrs. Fay Owen, 2948 Mariposa st.
 Mrs. Calvin Rich, 627 P. st.
 429--METRO MOUNTAIN, MONTEREY, MEX., meets every Friday p.m. at 83 Leardo Tyada.
 Mrs. Alice B. Smith, 141 Canhamtemoc.
 Mrs. Lucile Cadie, 102 Colegio Civil S.
 Mrs. S. Brantley, 154 Calle Reforma.
 430--MODEL CITY, ANXINSON, ALA., meets 2nd & 4th Tuesday, at 2:30 p.m., in Blue Mountain Hall.
 Mrs. Bruce Bradley, 2012 Moore st.
 Mrs. Mattie Wade, 15 E. 25th st. P.
 Mrs. T. C. Kirtland, 180 Walnut st.
 431--TRINITY, DALLAS, TEX., meets 1st & 3rd Wednesdays.
 Mrs. M. S. Bannon, 364 Wood st.
 Mrs. J. F. Harritt, 123 Fourth st. P.
 Mrs. J. P. Graul, 615 Lamar st.
 432--ETOWAH, ETOWAH, TENN., meets 1st & 3rd Thursdays, at 2 p.m. in Dodsons Hall, Tennessee av.
 Mrs. J. E. Hill.
 Mrs. J. M. Johnson, P. O. box 593.
 Mrs. H. G. Edwards.
 433--OPAL, WICHITA FALLS, TEXAS, meets 2nd & 4th Thursdays, at 2:30 p.m.
 Mrs. L. D. Rhode, 407 Lamar st.
 Mrs. Ivy E. Stone, 606 Lee st.
 Mrs. F. B. Nail.
 434--ALLISON, HARRISBURG, PA., meets 1 and 3 Wednesdays, at 2 p.m., in Fackler's Hall, 18th and Perry sts.
 Mrs. W. F. Devan, 170 Perry st.
 Mrs. John Morrison, 324 S. 17th st.
 Mrs. Chas. Morrison, 300 S. 17th st.

433—PRIDE OF EASTERN SHORE, DEL.
MAR. DE., meets 1 and 3 Wednesdays,
at 2 p. m., in Masonic Hall.
Mrs. S. M. Yingling.....P
Mrs. C. C. West.....S
Mrs. R. M. Pusey.....I

436—CHIPPWA, MONTEVIDEO, MINN.,
meets 1 and 3 Thursdays, at 2 p. m.
Mrs. Glenn H. Tucker.....P
Mrs. Geo. A. Smith.....S & I

437—KOOTENAY EMERALD, NELSON, B.C.,
meets 1st & 3d Fridays at 2:30 p. m.
K. of P. Hall, Vernon st.
Mrs. H. O. B. McDonald, P. O. box 22 P.
Mrs. T. J. Williams, P. O. box 196. S & I

438—ARSENAL, PITTSBURG, PA., meets
1st & 3d Thursdays, Totten's Hall,
cor. 43d & Butler sts.
Mrs. A. L. G. Bruburn, Pa.P
Mrs. F. U. Fulmer, 520 McCandless av. S
Mrs. Harry Remaley, New Kensington,
Pa.I

439—MINNIE WARREN, TRAVERSE CITY,
MICH., meets 2d & 4th Thursdays,
at 2:30 p. m., in B. of L. E. Hall, cor.
Front & Union sts.
Mrs. John Gordon, 330 W. 10th st.P
Mrs. Julia Kearney, 116 N. Oak st.S
Mr. Clara Markham, 219 E. 11th st.I

440—MINNESCAH, PRATT, KANS., meets
1st & 3d Tues. 2:30 p. m., I. O. O. F. Hall
Mrs. Hannah Widaman.....P
Mrs. J. W. Crowley, Box 441.....S
Mrs. Clara V. Downing.....I

441—PURITY, TERRE HAUTE, IND., meets
2d & 4th Wed., Engle's Hall, S. 17th st.
Mrs. W. R. Barnes, 1600 College av.P
Mrs. P. Patton, 1929 Washington av. S
Mrs. J. H. Brough, 1301 S. 16th st.I

442—LIBERTY, COLUMBIAS, OHIO.
Mrs. Mary Gimbley, 192 N. Monroe av. P
Mrs. H. H. Harns, 81 E. Lincoln st. S
Mrs. Virginia Caves, 264 N. 20th st.I

443—MONONGAHELA VALLEY, MONON-
GAHELA CITY, PA., meets 2d and 4th
Wed., 2:30 p. m., I. O. O. F. Hall, 2d st.
Mrs. Minnie J. Moyer, Elrama, Pa. P
Mrs. J. J. Beals, W. Brownsville, Pa. S
Mrs. Geo. W. Beals, 306 Miller st.,
Knoxville, Pa.I

444—KITITITAS VALLEY, ELLENSBURG,
WASH., meets 1st & 3d Tuesdays, 2:30
p. m., K. of P. Hall.
Mrs. T. E. Beddoes, cor. 5th and Sam-
son sts.P
Mrs. W. J. Bell, 508 N. Cleburn st.S
Mrs. N. I. Holton.....I

445—BLUE RELL, WYMORE, NEB., meets
2d and 4th Saturdays, 2:30 p. m., in
Woodmen's Hall.
Mrs. Anna M. Worden.....P
Mrs. Hattie Norton.....S
Mrs. Maud Watson.....I

446—TOWER GROVE, ST. LOUIS, MO.,
meets 2d and 4th Wednesdays, 2
p. m., Turner's Hall, cor. Boyle and
Chouteau aves.
Mrs. Azza Helton, 1254 Old Manches-
ter rd.P
Mrs. C. W. Schank, 4329 Gibson av. S
Mrs. Math. Longenbacher, 423 A.
Gibson av.I

447—SCENIC LINE, SALIDA, COLO., meets
2d & 4th Sat. at 2 p. m., K. of P. Hall.
Mrs. G. W. Bennett, 309 E. st.P
Mrs. W. J. Garrette, 401 E. 3d st.S
Mrs. Elean Thircol, 223 E. 1st st.I

448—CAPE JENNAMINE, FIVE BLUFF,
ARK., meets 1st & 3d Wed. at 3 p. m.,
in K. of P. Hall, W. 2d av.
Mrs. E. S. Hojer, 614 E. 2d av.P
Mrs. J. Kennedy, 1128 E. 2d av.S
Mrs. Jewel Roma, 1100 E. 7th av.I

449—VULTE TIDE, OKLAHOMA CITY, OKLA.,
meets 2d & 4th Mondays, 2 p. m., in
B. of L. E. Hall.
Mrs. O. W. McKinnon, 224 Choctaw
st.P
Mrs. Henry Martin, 412 W. Cedar st. S
Mrs. J. Quinn, 407 Potts st.I

450—PRIDE OF JERSEY SHORE, JERSEY
SHORE, PA., meets 2d & 4th Wednes-
days, 2 p. m. in Millers Hall.
Mrs. C. F. Smith.....P
Mrs. J. W. McMahon, 138 Main st.S
Mrs. Minnie Bartolet.....I

451—WINNEBAGO, NORTH FOND DU LAC,
WIS., meets 1st & 3d Fri. 2:30 p. m.
Mrs. F. J. Hackbush, 1215 Broadway P.
Mrs. E. P. Haley, 1110 Michigan av. S
Mrs. John W. Saft, Michigan av.I

452—HARMOND, HARMOND, IND., meets
2d & 4th Fridays, 2:30 p. m., in K. of
P. Hall, 188 So. Hobman st.
Mrs. M. J. Dermody, 431 Truman av. P
Mrs. C. W. DeLonn, 454 Sibley st.S
Mrs. Thos. Kennedy, 118 Russell st.I

453—UNION OF 1909, NEW CASTLE, PA.,
meets 2 and 4 Tuesdays, 2 p. m., K.
of P. Hall, Cherry st., Mahoning-
town, Pa.
Mrs. R. J. Powers, 612 N. Cedar st. P
Mrs. J. H. O'Donnell, 710 N. Ashland
av.S
Mrs. J. H. Sherritt, 124 Madison av. I

454—AMETHYST, ORRVILLE, O., meets
1 & 3 Thurs. in B. of E. T. Hall.
Mrs. Adda M. Porter.....P
Mrs. Zadia Hodell.....S
Mrs. Jessie George.....I

455—PRIDE OF 577, MATTOON, ILL.,
meets 2nd and 4th Thursdays, 2 p. m.,
in I. O. O. F. Hall.
Mrs. R. R. Anderson, 2504 Western
av.P
Mrs. J. P. Anderson, 909 Broadway. S
Mrs. Geo. S. Henderson, 2409 Prairie
av.I

456—RAINBOW, LAS VEGAS, NEV., meets
2d & 4th Tuesdays, 2 p. m., Hickey's
Hall.
Mrs. Chas. Ireland, P. O. Box 123.P
Mrs. E. R. Bailey, P. O. Box 268.S

457—IRON ISLAND, EL DORADO, ARK.,
meets in B. of L. E. Hall.
Mrs. Agnes L. Moore.....P
Mrs. Gertrude Gordon.....S
Mrs. Bettie Pittman.....I

458—THE LADIES OF THE NORTHWEST-
ERN, GREEN BAY, WIS., meets 2d & 4th
Wednesdays at 2:30 p. m., Maccabee
Hall, cor. Main and Adams sts.
Mrs. Jno. P. Gary, 938 Shawno av.P
Mrs. R. S. Rasmussen, 110 So. Oakland
av.S
Mrs. Jno. McCort, 301 So. Chestnut st. I

459—THE HOLY CITY, PALESTINE, ILL.,
meets 2d & 4th Wednesdays, 2:30 p.
m., Engineers' Lodge Room.
Mrs. Charles F. Wilson.....P
Mrs. Walter Wedel.....S
Mrs. Frank Hannerman.....I

460—ACME, WELLINGTON, KANS., meets
2d & 4th Thursdays, 2:30 p. m., I. O.
O. F. Hall.
Mrs. Emma Melville, 310 Lincoln st. P
Mrs. Frances Pierpont, E. 9th st.S
Mrs. George Munroe.....I

461—BOULVAIR TOWN, RENOV, PA.,
meets 1st and 3rd Wednesdays.
Mrs. Thos. Jones, Huron av.P
Mrs. M. L. Rooney, 8th St.S & I

462—CALUMET, BLUE ISLAND, ILL.,
meets 2d & 4th Fridays, 2 p. m., Odd
Fellows' Hall, 301 Western av.
Mrs. McGregor, 217 Prairie st.P
Mrs. Geo. F. Majors, 181 Walnut st. S
Mrs. A. Porter, 218 Burr Oak av. I

463—ENID, ENID, OKLA., meets 1st & 3d
Thursdays, 2:30 p. m., M. W. of A.
Hall.
Mrs. M. S. Cartright, 101 N. Adams st. P
Mrs. M. T. Casey, 102 N. Adams st. S
Mrs. A. W. Bell, 507 W. Walnut st. I

464—BESQUITE, SAN MARTIAL, N. MEX.,
meets 1st & 3d Tuesdays, 2:30 p. m.,
Mrs. R. C. Banks.....P
Mrs. Laura E. Mossman, P. O. Box
115.....S
Mrs. M. J. Jones.....I

465—ORLANDO STEWART, HOTSPRINGS,
ARK., meets 2d & 4th Wednesdays, 2
p. m. in Perks Hall, Market Square.
Mrs. W. D. Garcelon, 66 Court st.P
Mrs. H. H. Glanville, 64 Military st. S
Mrs. F. H. Moore, Florence Ave.I

466—WILD ROSE, JASON CITY, IA., meets
2d & 4th Thursdays, 2:30 p. m., in
Woodmen's Hall.
Mrs. Mary R. Eddy, 28 The Kirk.P
Mrs. Emily M. Buck, 507 E. Howard
st.S
Mrs. Nellie V. Kennedy, 216 W. Marva
st.I

467—IRIS CITY, KANSAS CITY, KANS.,
meets 2d & 4th Wednesdays, 2:30 p.
m., in I. O. O. F. Hall.
Mrs. Ida M. Myers, 818 So. Ost.P
Mrs. Nena Gibson, 621 So. Ost.S
Mrs. T. W. Ronche, 151 So. C. st.I

468—PARAJITO, TUCUMAN, N. ARG.,
meets 2d & 4th Wednesdays, 2:30 p.
m.
Mrs. Emma Gaudin.....P
Mrs. Della Elkins.....S
Mrs. Mabel E. McAlpine.....I

469—SUNALTA, CALGARY, ALBERTA, CAN.
meets 2d & 4th Wednesdays, 2:30 p.
m.
Mrs. Emma Gaudin.....P
Mrs. Della Elkins.....S
Mrs. Mabel E. McAlpine.....I

470—SEQUIN, PARRY SOUND, ONT., CAN.,
meets 2d & 4th Wednesdays, 2:30 p.
m.
Mrs. Emma Gaudin.....P
Mrs. Della Elkins.....S
Mrs. Mabel E. McAlpine.....I

471—GOLDEN WEST, WINNIPEG, MANI-
TOBA, CAN.
meets 2d & 4th Wednesdays, 2:30 p.
m.
Mrs. Emma Gaudin.....P
Mrs. Della Elkins.....S
Mrs. Mabel E. McAlpine.....I

472—GOLDEN WEST, WINNIPEG, MANI-
TOBA, CAN.
meets 2d & 4th Wednesdays, 2:30 p.
m.
Mrs. Emma Gaudin.....P
Mrs. Della Elkins.....S
Mrs. Mabel E. McAlpine.....I

473—GOLDEN WEST, WINNIPEG, MANI-
TOBA, CAN.
meets 2d & 4th Wednesdays, 2:30 p.
m.
Mrs. Emma Gaudin.....P
Mrs. Della Elkins.....S
Mrs. Mabel E. McAlpine.....I

474—GOLDEN WEST, WINNIPEG, MANI-
TOBA, CAN.
meets 2d & 4th Wednesdays, 2:30 p.
m.
Mrs. Emma Gaudin.....P
Mrs. Della Elkins.....S
Mrs. Mabel E. McAlpine.....I

475—GOLDEN WEST, WINNIPEG, MANI-
TOBA, CAN.
meets 2d & 4th Wednesdays, 2:30 p.
m.
Mrs. Emma Gaudin.....P
Mrs. Della Elkins.....S
Mrs. Mabel E. McAlpine.....I

State Legislative Board.

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E. Gibson, Sec. & Treas., Box 180, Van
Buren, Ark.

CANADA—C. Lawrence, Chr., 70 South-
wick st., St. Thomas, Ont.
Byron Baker, Sec. & Treas., 104 First
av., Ottawa, Ont.

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D. route No. 2, Atlanta, Ga.
H. P. Wooten, Sec., 228 Crew st., At-
lanta, Ga.

INDIANA—F. E. Gross, Chr., 610 Mar-
ket st., Logansport, Ind.
Chas. Satter, Sec. & Treas., 23 Del-
mar av., Howell, Ind.

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perior Ave., Mason City, Iowa.
R. W. Patrick, Sec. & Treas., 1115 Pierce
st., Sioux City, Iowa.

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tomic, Kan.
H. E. Hansen, Sec. & Treas., 622 E.
Lincoln av., Wellington, Kan.

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st., Bangor, Me.

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W. B. Flanders, Sec., Box 63, East
Deerfield, Mass.

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Elmore st., Green Bay, Wis.
W. H. Kent, Sec. & Treas., 963 24th
st., Detroit, Mich.

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Harbors, Minn.
M. T. McMillan, Sec., 903 Watson av.,
St. Paul, Minn.

MISSOURI—John Laybourn, Chr., 517
So. Hancock st., Sedalia, Mo.

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O. St., Livingston, Mont.
A. E. Barnes, Sec. & Treas., 406 Pine
st., Lewiston, Mont.

NEW JERSEY—W. J. Steen, Chr., 53
Greenwood av., Trenton, N. J.
Geo. R. Rowland, Sec., 600 Cherry st.,
Elizabeth, N. J.

NEW YORK STATE—W. C. Walsh, Chr.,
76 First st., Albany, N. Y.
Geo. W. Wrightson, Sec. & Treas.,
Box 105, Ravenna, N. Y.

NORTH CAROLINA—D. E. Wright, Chr.,
Raleigh, N. C.
W. D. Pethel, Sec., Spencer, N. C.

OHIO—Jas. A. Lathrop, Chr., box 2,
Station E., Toledo, Ohio.
Frank L. Osgood, Sec., Linden H'gts,
Ohio.

OKLAHOMA—W. L. Blessing, Chr.,
Box 332, Shawnee, Okla.
M. Lund, Sec., 524 N. Ardelotte st.,
Shawnee, Okla.

PENNSYLVANIA—Thos. T. Sheridan,
Chr., Conemaugh, Pa.
C. E. Reese, Sec., 511 Pine st., Scrant-
on, Pa.

SOUTH CAROLINA—H. E. Thompson,
Chr., 2012 Marion st., Columbia, S. C.
E. Conlon, Sec., 824 Meeting st.,
Charleston, S. C.

TENNESSEE—T. J. Hoskins, Chr., 506
Akin st., Knoxville, Tenn.
W. W. Fidler, Sec., 83 Carroll st.,
Nashville, Tenn.

TEXAS—C. D. Johnson, Chr., 18 N. Fifth
st., Temple, Tex.
T. P. O'Rourke, Sec. & Treas., 1612 E.
7th st., Austin, Tex.

VIRGINIA—B. R. Catlin, Chr., Chest-
nut Hill, Richmond, Va.
J. D. Lawrence, Sec., Manchester, Va.

WASHINGTON—Geo. O. Varnhart, Chr.,
2806 East 1d av., Spokane, Wash.

WEST VIRGINIA—A. L. Heffner, Chr.,
Fairmount, W. Va.
O. G. Temple, Sec., Russell, Ky.

WISCONSIN—C. S. Wilber, Chr., 523
W. Midlin st., Madison, Wis.
John Meeks, Sec. & Treas., 911 Pre-
ntice av., Ashland, Wis.

- 282-BELLE POEY, FORT SMITH, ARK., meets 1st & 3d Wednesdays, 2:30 p.m., in Modern Woodmen's Hall.
Mrs. Maud Green, 120 N. 5th st. P
Mrs. Rhoda Willis, 217 N. 5th st. S
Mrs. Susie Brodhead, 207 N. 5th st. S
- 283-PLAY, WATERBURY, CT., meets 2d & 4th Wednesdays, at 2:30 p.m., in Red Men's Hall, Plant st.
Mrs. H. S. DuBou, 56 Gilman st. P
Mrs. J. M. DeBou, 56 Gilman st. S
Mrs. A. R. Campbell, cor. Stowman & Bernois. I
- 284-ST. JOHN'S, JACKSONVILLE, FLA., meets 2d & 4th Thursdays, 2:30 p.m., Foresters Hall, 12-14 E. Bay st.
Mrs. N. N. Wackerell, 180 Park st. P
Mrs. F. W. Amason, 549 Grape 4-54 I
- 285-CADLE, OTTAWA, IOWA, meets 2d & 4th Thursdays, 2:30 p.m., in R. C. Hall, cor. Main & Market sts.
Mrs. J. J. Smith, 1055 Fram st. P
Mrs. P. J. McGovern, 62 E. Saman-
tha st. S
Mrs. F. E. Orvis, 115 N. Clay st. S
- 286-DELORS EVERETT, BROOKFIELD, ILL., meets 1st and 3d Wednesdays, 2:30 p.m., in I. O. O. F. Hall.
Mrs. F. W. Davis, 215 John st. P
Mrs. Harry Anderson, 425 E. Park av. S
Mrs. Geo. East, 413 S. Main st. I
- 287-ALICE MILLS, SPRINGFIELD, O., meets 2d & 4th Thursday 2 p.m. in O. C. M. Hall.
Mrs. Geo. C. C. 303 S. Belmont av. P
Mrs. Ella E. Bridge, R. F. D. 3, Box 136. S
Mrs. Kate McKee, 628 Grand av. I
- 288-MRS. HOWARD E. KIRBY, CYRUS, ILL., meets 1st & 3d Sat. 1:30 p.m., in I. O. O. F. Hall, Center st.
Mrs. May Twigg, Bridgely, W. Va. P
Mrs. Bob Arnold, Fairview av. S
Mrs. Mary Grinn, Fairview av. I
- 289-IRMA, CONCORD, N. H., meets 1st Thursday & 3d Friday at 2:30 p.m., in R. C. Hall, 871 N. Main st.
Mrs. Lizzie Smith, 25 Eastman st. P
Mrs. J. G. Diamond, 38 S. State st. S
Mrs. C. S. Woods, 36 Warren st. I
- 290-ASAKARI, SHERIDAN, WYO., meets 2d & 4th Fri. in K. of P. Hall.
Mrs. Grace Doris, Colfax av. P
Mrs. Blanche Bradford, 606 N. Main st. S
Mrs. Isabella Corne, Wyoming av. I
- 291-TOLDO, TOLEDO, O., meets 1st & 3d Wednesday 2 p.m., in Anthony Wayne Hall, Broadway.
Mrs. Esther Watson, 543 Knower st. P
Mrs. J. M. Creagan, 367 Western av. S
Mrs. Emma Kirkham, 54 Walbridge st. I
- 292-ARROWHEAD, LOS ANGELES, CAL., meets 2d & 4th Thursdays at 2:00 p.m. at 1906 E. 1st st., L. A.
Mrs. J. Warboys, 2025 E. 4th st. P
Mrs. G. G. Mason, 236 E. 24th st. S
Mrs. J. P. Matthew, 1917 E. 24th st. I
- 293-BETHA WASHINGTON, MT. CAR-
MEL, ILL., meets 2d and 4th Thurs-
days in K. of L. E. Hall.
Mrs. M. Johnson, 301 N. Mulberry st. P
Mrs. Grant Hall, 301 E. 9th st. S
Mrs. S. G. Rush, 110 W. 7th st. I
- 294-HEART RIVER, DICKINSON, N. D., meets 1st and 3d Saturdays, 1:30 p.m.
Mrs. Alfred White, P
Mrs. Almeta Johnson, S
Mrs. W. H. Farnigan, I
- 295-JANITA, SALEM, ILL., meets 2d & 4th Fri. 2 p.m., Odd Fellows Hall.
Mrs. C. C. Reider, P
Mrs. Mary Dankel, R. F. D. 4, S
Mrs. V. E. Maserov, I
- 296-ATHENS, SHERMAN, TEX., meets 1st and 3d Wed. 2 p.m., Bailey's Hall.
Mrs. G. W. Arnot, 99 N. Willow st. P
Mrs. C. M. Rogers, 611 E. Houston st. S
Mrs. F. L. Goodson, 1300 Richards st. I
- 297-ALLEGANY, CLIFTON FORGE, VA., meets 2 & 4 Mon., 2:30 p.m., Masonic Temple.
Mrs. R. R. Paxton, 48 Church st. P
Mrs. T. H. Howerton, 77 Rose av. S
Mrs. G. E. Shewalter, McCormick st. I
- 298-JEFFERSON, BIRMINGHAM, ALA., meets 2d and 4th Wednesdays 2 p.m. in Red Men's Hall, 1917 1/2 1st av.
Mrs. E. C. Alexander, 2569 7th Ave. P
Mrs. John H. Hurd, 1322 1st av. N. S
Mrs. E. McClinton, 3914 5th av. So. I
- 299-SWEET OLIVE, FLORENCE, S. C., meets 2d and 4th Tuesdays 8 p.m. in Brotherhood Hall, Evans St.
Mrs. E. Shields, 1 N. Jarrotte st. P
Mrs. J. D. Latham, 570 Evans st. S
Mrs. Lee Shearer, 17 S. Jarrotte st. I
- 300-PRINCEGE, WICHITA, KANS., meets 2d & 4th Tuesdays at 2:30 p.m., in Macabees Hall, Douglas av.
Mrs. Lettie McBride, 611 N. Waco st. P
Mrs. Cecelia King, 523 Waco st. S
Mrs. Myrtle Hansen, 571 Rivermont st. I
- 301-PRINCE OF WILLOUGH, HART-
KISTON, MD., meets 2d & 4th Thurs-
days, 2:30 p.m., in Masonic Temple, Potomac st.
Mrs. A. A. Gardner, 61 Elizabeth st. P
Mrs. M. E. McHenry, 38 Ford, Md. S
Mrs. J. E. Satoris, 252 State st. I
- 302-FERN, AUBURN, ILL., meets 2d & 4th Weds., 2:30 p.m., 1044 Fellows Hall.
Mrs. Jennie Callahan, 30 N. Grant av. P
Mrs. Dora Jackson, 400 N. Lincoln st. S
Mrs. M. Lewis, 54 Buchanan st. I
- 303-A. W. BODD, LA CRUZE, BRITISH
COLUMBIA, meets 2d & 4th Tuesdays, 2 p.m., K. of P. Hall.
Mrs. F. M. Jackson, 822 O. av. P
Mrs. L. G. Grant, 1115 Washington av. S
Mrs. L. E. Ferguson, 205 O. av. I
- 304-OLD KNOWN, CHATGERS, QUEBEC,
CANADA, meets 2d & 4th Tuesdays in
R. of L. E. Hall.
Mrs. James McNaughton, Chandlers,
Curry. P
Mrs. W. R. Tooby, Chandlers Juniors S
Mrs. Geo. H. Goddard, Pk. Levis, St.
Quebec. I
- 305-PAVARI, LAS CANADES, C. E.
PANAMA, meets 2d & 4th Fridays, 2
p.m., in Commission Lodge Room.
Mrs. Ella Brown, Pedro Miguel, C. Z.,
Pan. P & I
Mrs. Margaret C. Williamson. S
- 306-DORA BUSTED, GLENNS FERRY,
IDAHO, meets 2d & 4th Tuesdays at
2:30 p.m., Gory Hall.
Mrs. L. Wood, P
Mrs. Fred Laine, S
Mrs. H. W. Joslin, I
- 307-STRATHMORE, MONTREAL, QUEBEC,
CANADA, meets 2d & 4th Wednesdays,
2:15 p.m., Fairmount Hall, Fair-
mount av.
Mrs. Geo. Magowan, 657 Sherbrooke
st. P
Mrs. A. T. Houston, 720 Manoe st. S
Mrs. W. L. Stevens, 252 Hutchison st. I
- 308-FAIRHEAD, ASHELAND, KY., meets
1st Thursday & 3d Saturday, 2 p.m.,
I. O. O. F. Hall, Winchester av., be-
tween 15th and 16th sts.
Mrs. B. L. Wesley, 120 E. Winchester
st. P & I
Mrs. John Tierney, 402 W. Central
av. S
- 309-FRENCH BROAD, ASHEVILLE, N. C.,
meets 1st & 3rd Wednesdays 3 p.m.,
K. of P. Hall.
Mrs. L. P. Aldrich, 36 Ora st. P
Mrs. J. B. Street, 127 Park av. S
Mrs. J. L. Bishop, 141 Earl Hall st. I
- 310-TARION, JERSEY CITY, N. J., meets
1st and 3rd Thursdays at 2 p.m., in
Fishers Hall, Newark av. & Erie st.
Mrs. W. H. Woolsey, 21 Romaine av. P
Mrs. L. Bates, 82 Magnolia av. S
Mrs. A. Schugel, 306 Magnolia av. I
- 311-R. F. WILLIAMS, COLUMBUS MISS.,
meets 2d & 4th Fridays, 2:30 p.m.,
B. of L. E. Hall, Main st.
Mrs. M. E. McWilliams, 411 N. 3d av. P
Mrs. G. W. Carson, 12 N. 12th st. S
Mrs. A. E. Cheatham, 338 N. 3d av. I
- 312-SUTHER STATE, NEW LONDON,
CT., meets 1st & 3rd Wednesdays at
2:30 p.m., Mohagan Lodge Room,
38 State st.
Mrs. A. W. Brickley, 3 Brewer st. P
Mrs. A. R. Wilson, 161 Howard st. S
Mrs. C. E. Sartoris, 252 State st. I
- 313-MONTGOMERY, NORRISTOWN, PA.,
meets 1st & 3rd Thursdays 2 p.m.,
Odd Fellows Temple.
Mrs. Minerva Curdy, 1 R. D. P. P
Mrs. J. M. Costello, 48 E. 4th st. S
Bridgeport, Pa. I
Mrs. B. F. Baithauer, 452 Ford st.
Bridgeport, Pa. I
- 314-AUBURN PARK, CHICAGO
meets 1st & 3rd Thursdays
Auburn Hall.
Mrs. B. A. Shepard, 622 W. 1st
Mrs. J. K. Jackson, 740 W. 1st
Mrs. A. Cole, 2823 W. 1st
- 315-J. H. DACEY,
meets 2d & 4th
in Masonic Bldg.
Mrs. J. J. Smith
Mrs. S. K. Day
Mrs. A. D. Mc
- 316-DAPHN
CANADA, me
2:30 p.m.,
Mrs. J. M.
Mrs. C. St
Mrs. W. E.
- 317-SPENCER, ROCKY MOUNT, N. C.,
meets 2d & 4th Thursdays at 3 p.m.,
in Elks Hall.
Mrs. Hugh Lancaster, 412 Arlington
st. P
Mrs. Emily Hughes, 412 S. Washing-
ton st. S
Mrs. Howard Barbour, Express Office
Bldg. I
- 318-SWISTICK, CENTERVILLE, IA.,
meets 2d & 4th Wednesdays at 2
p.m., at 103 S. 30th st.
Mrs. L. F. Breitenbacher, 104 Drake
av. P
Mrs. E. S. Gilbert, 301 E. Terry st. S
Mrs. F. Kincaid, 802 S. 30th st. I
- 319-MRS. ELIZABETH ARHART, CIN-
CINNATI, OHIO, meets 2d and 4th
Wednesdays at 2:30 p.m., in G. A. H.
Hall, Eastern av.
Mrs. Mary E. Hunt, 481 Eastern av. P
Mrs. J. J. Berry, 303 Morris Place S
Mrs. Ella Stricker, 166 Delta av. I
- 320-LINCOLN LIGHT, SPRINGFIELD,
ILL., meets 2d & 4th Monday at 2
p.m., in Odd Fellows Hall, cor. 4th
and Monroe sts.
Mrs. May Lyons, 117 S. 8th st. P
Mrs. Ada L. Klockson, 814 Cass st. S
Mrs. Ada Irwin, 912 S. 12th st. I
- 321-CREWET OF 1908, FORT WORTH,
TEX., meets 1st & 3rd Fridays, 2:30
p.m., in I. O. O. F. Hall, cor. First
and Throckmorton sts.
Mrs. D. J. Ryker, 28 N. Louis av. P
Mrs. A. H. Moser, 311 N. Harding st. S
Mrs. W. J. Robinson, 506 E. Hattie st. I
- 322-MOUNT REGIE, REVELSTOCK,
B. C., meets 2nd Friday at 2 p.m., &
4th Fri., 2:30 p.m., in Seikirk Hall.
Mrs. H. Creelman
Mrs. A. Koward, 4th st. S
Mrs. S. Stinson, I
- 323-NORTHVIEW, MONTECELLO,
IDAHO, meets 2 & 4 Frida., 2:30 p.m.,
W. O. W. Hall, N. Main st.
Mrs. Louis Blazek, 629 N. Arthur av. P
Mrs. P. J. Knowles, 141 N. 4th av. S
Mrs. J. S. Fowler, 28 N. Harrison st. I
- 324-EIGHT BOWLE, LA JOLLA, CALIF.,
meets 1st & 3rd Wed., 2:30 p.m., in
Woodmen's Hall.
Mrs. L. Heirgood, 821 Camaron st. P
Mrs. G. Messenger, 406 Camaron st. S
Mrs. Lou H. Hair, 623 Eaton st. I
- 325-F. A. HICKS, PITTSBURGH, PA.,
meets 1st and 3rd Wed. at 2 p.m. in
Odd Fellows Hall.
Mrs. E. A. Vickroy, 311 S. Main st. P
Mrs. Eugene Judge, 608 S. Grant st. S
Mrs. J. R. Graham, 801 W. Pine st. I
- 326-WINIFRED, FREEDON, PA., meets
2nd & 4th Wed. in Lewis Hall.
Mrs. Jas. Horner, Fourth av. P
Mrs. J. M. Reed, Conway, Pa. S
Mrs. Wm. Harris, Conway, Pa. I
- 327-FALL, CLARKON, ILL., meets 2d and
4th Fri., 2:30 p.m., Masonic Hall.
Mrs. F. A. Tuller, P
Mrs. W. E. Olson, S
Mrs. J. S. Shirk, I
- 328-JOQUIN, TRENTON, CAL., meets 2d
& 4th Tuesday at 2:30 p.m., in I. O.
O. F. Hall.
Mrs. Horace M. Vance, P
Mrs. Fay Owen, 288 Mariposa st. S
Mrs. Calvin Birch, 627 F. st. I
- 329-RETRO ROYALTY, MONTREAL,
TEX., meets every Friday p.m. at
31 Leardo Trudy.
Mrs. Alice B. Smith, 141 Cambridge P
Mrs. Lucile Cadie, 102 College City S
Mrs. S. Brantley, 124 Collie Deforma I
- 330-ROSEL CITY, ASTORIA, ILL.,
meets 2d & 4th Tuesdays at 2:30 p.m., in Blue Mountain Hall.
Mrs. Helen Bradley, 202 Meade st. P
Mrs. Mattie Walder, 141 E. 2nd st. S
Mrs. T. C. Walker, 1500 Walnut st. I
- 331-ROSLIN, BAYVIEW, N. J., meets
2d and 4th Wednesdays
at 2:30 p.m., in
Brotherhood Hall,
Brooklyn, N. Y.

423—PRIDE OF EASTERN SHORE, DEL.
MAR, DEL., meets 1 and 3 Tuesdays,
at 2 p. m., in Masonic Hall.
Mrs. S. M. Yingling..... P
Mrs. C. C. West..... S
Mrs. R. M. Fussy..... I

426—CHIPPEWA, MONTEVIDEO, MINN.,
meets 1 and 3 Thursdays, at 2 p. m.
Mrs. Glanna H. Tucker..... P
Mrs. Geo. A. Smith..... S & I

437—KOOTENAY EMERALD, NELSON, B.C.,
meets 1st & 3d Fridays at 2:30 p. m.,
K. of P. Hall, Vernon st.
Mrs. H. O. B. McDonald, P. O. box 22 P
Mrs. T. J. Williams, P. O. box 736. S & I

428—ARSENAL, PITTSBURG, PA., meets
1st & 3d Thursdays, Totten's Hall,
cor. 43d & Butler sts.
Mrs. A. L. Gill, Brookston, Pa. P
Mrs. F. U. Fulmer, 520 McCandless av. S
Mrs. Harry Remaley, New Kensington,
Pa. I

430—MINNIE WARREN, TRAVERSE CITY,
MICH., meets 2d & 4th Thursdays,
at 2:30 p. m., in B. of L. E. Hall, cor.
Front & Union sts.
Mrs. John Baldwin, 330 W. 10th st. P
Mrs. Julia Kearney, 116 N. Oak st. S
Mr. C. Clara Markham, 219 E. 11th st. I

440—MINNESCAH, PRATT, KANS., meets
1st & 3d Tues. 2:30 p. m., I. O. O. F. Hall
Mrs. Hannah Widaman..... P
Mrs. J. W. Crowley, Box 441..... S
Mrs. Cora V. Downing..... I

441—PRITTY, TERRE HAUTE, IND., meets
2d & 4th Wed., Eng'rs' Hall, S. 17th st.
Mrs. W. B. Barnes, 1600 College av. P
Mrs. P. Patton, 1929 Washington av. S
Mrs. J. H. Brough, 1301 S. 16th st. I

442—LIBERTY, COLUMBUS, OHIO,
Mrs. Mary Gimley, 192 N. Monroe av. P
Mrs. H. Harkness, 61 E. Lincoln st. S
Mrs. Virginia Carver, 264 N. 29th st. I

443—MONONGAHELA VALLEY, MOXON,
GALENA CITY, PA., meets 2d and 4th
Wed., 2:30 p. m., I. O. O. F. Hall, 2d st.
Mrs. Minnie J. Moyer, Elrama, Pa. P
Mrs. J. J. Beals, W. Brownsville, Pa. S
Mrs. Geo. W. Beais, 306 Miller st. I
Knoxville, Pa. I

444—KITITAS VALLEY, ELLENSBURG,
WASH., meets 1st & 3d Tuesdays, 2:30
p. m., K. of P. Hall.
Mrs. T. E. Beddoes, cor. 5th and Sam-
son sts. P
Mrs. W. J. Bell, 608 N. Cleburn st. S
Mrs. N. I. Holton..... I

445—BLI ERELL, WYMORE, NEB., meets
2d and 4th Saturdays, 2:30 p. m., in
Woodmen's Hall.
Mrs. Anna M. Worden..... P
Mrs. Hattie Norton..... S
Mrs. Maud Watson..... I

446—TOWER GROVE, ST. LOUIS, MO.,
meets 2d and 4th Wednesdays, 2
p. m., Turner's Hall, cor. Boyle and
Chouteau avcs.
Mrs. Azza Helton, 1254 Old Manches-
ter rd.
Mrs. C. W. Schank, 4320 Gibson av. P
Mrs. M. M. Longenbacher, 4233 A-
Gibson av. S

447—SCENIC LINE, SALIDA, COLO., meets
2d & 4th Sat. at 2 p. m., K. of P. Hall.
Mrs. G. W. Bennett, 309 E. 1st st. P
Mrs. W. J. Garrett, 401 E. 3d st. S
Mrs. Eileen McNiel, 223 E. 1st st. I

448—LAKE JESSAMINE, PINE BLUFF,
ARK., meets 1st & 3d Wed. at 3 p. m.,
in K. of P. Hall, W. 2d av.
Mrs. E. S. Hovier, 614 E. 2d av. P
Mrs. J. Kennedy, 1128 E. 2d av. S
Mrs. Jewel Rouns, 1100 E. 4th av. I

449—TULSA, OKLAHOMA CITY,
meets 1st & 3d Mondays, 2 p. m.,
in B. of L. E. Hall, 234 Ch-
icago st.
Mrs. W. W. Gadsden, 234 Ch-
icago st. I

452—UNION OF 1909, NEW CASTLE, PA.,
meets 2 and 4 Tuesdays, 2 p. m., K.
of P. Hall, Cherry st., Mahoning-
town, Pa.
Mrs. R. J. Powers, 612 N. Cedar st. P
Mrs. J. H. O'Donnell, 710 N. Ashland
av. S
Mrs. J. H. Sherritt, 124 Madison av. I

451—ARETHYST, GORVILLE, O., meets
1 & 3 Thurs. in B. of R. T. Hall.
Mrs. Adda M. Porter..... P
Mrs. Zadia Rodell..... S
Mrs. Jessie George..... I

455—PRIDE OF 477, MATTOON, ILL.,
meets 2nd and 4th Thursdays, 2 p. m.,
in I. O. O. F. Hall.
Mrs. R. R. Anderson, 2504 Western
av. P
Mrs. J. P. Anderson, 909 Broadway. S
Mrs. Geo. S. Henderson, 2400 Prairie
av. I

456—RAINBOW, LAS VEGAS, NEV., meets
2d & 4th Tuesdays, 2 p. m., Hickey's
Hall.
Mrs. Chas. Ireland, P. O. Box 123. P
Mrs. E. R. Bailey, P. O. Box 23. S

457—ROCK ISLAND, ELDOADO, ARK.,
meets in B. of L. E. Hall.
Mrs. Agnes L. Moore..... P
Mrs. Gertrude Gordon..... S
Mrs. Bettie Pittman..... I

458—THE LADIES OF THE NORTHWEST-
ERN, GREEN BAY, WIS., meets 2d & 4th
Wednesdays at 2:30 p. m., Maccabee
Hall, cor. Main and Adams sts.
Mrs. J. no. P. Gary, 938 Shawno av. P
Mrs. R. S. Rasmussen, 110 So. Oakland
av. S
Mrs. J. no. M. Port, 301 So. Chestnut st. I

459—THE HOLY CITY, PALESTINE, ILL.,
meets 2d & 4th Wednesdays, 2:30 p. m.,
m., Engineers' Lodge Room.
Mrs. Charles F. Wilson..... P
Mrs. Walter Wells..... S
Mrs. Frank Bannermau..... I

460—ACME, WELLINGTON, KANS., meets
2d & 4th Thursdays, 2:30 p. m., I. O.
O. F. Hall.
Mrs. Emma Melville, 310 Lincoln st. P
Mrs. Frances Pierpont, E. 9th st. S
Mrs. Daisy Munro..... I

461—MOUNTAIN TOWNS, RENOVO, PA.,
meets 1st and 3rd Wednesdays.
Mrs. Thos. Jones, Huron ave. P
Mrs. M. L. Rooney, 8th St. S & I

462—CALUMET, BLUE ISLAND, ILL.,
meets 2d & 4th Fridays, 2 p. m., Odd
Fellows' Hall, 301 Western av. P
Mrs. T. McGrew, 217 Prairie st. S
Mrs. Geo. F. Majors, 181 Walnut st. I
Mrs. W. A. Porter, 216 Burr Oak av. I

463—ENID, ENID, OKLA., meets 1st & 3d
Thursdays, 2:30 p. m., in W. W. at
Hall.
Mrs. M. S. Cartright, 1031 N. Adams st.
Mrs. M. T. Casey, 1023 N. Adams st.
Mrs. A. V. Hall, 607 W. Walnut st. P

464—MESQUITE, SAN ANTONIO, TEX.,
meets 1st & 3d Tuesdays, 2 p. m.,
Mrs. R. C. Banks..... P
Mrs. Laura E. Mossman, P. O.
Box 115..... S
Mrs. Bertha Lyon..... I

465—ORLANDO STEVENS, OK., meets 2d & 4th
p. m., in Perks Hall.
Mrs. W. D. Garver..... P
Mrs. H. H. Glasville..... S
Mrs. F. H. Moore, Huron..... I

466—WILD ROSE, SIOUX FALLS, S. D.,
meets 2d & 4th Thursdays, 2 p. m.,
Woodmen's Hall.
Mrs. J. E. P
Mrs. S
Mrs. I

State Legislative Bo

ARKANSAS—J. E. Mills, Chr., 912 N.
at Little Rock, Ark.
E. Gibson, Sec., & Treas., Box 180
Buren, Ark.

CANADA—C. Lawrence, Chr., 912 N.
wick st., St. Thomas, Ont.
Byron Baker, Sec., & Treas., 104
av., Ottawa, Ont.

GEORGIA—T. C. Waters, Chr., 70 S.
D. route No. 2, Atlanta, Ga.
H. P. Wootten, Sec., & Treas., 104
Atlanta, Ga.

INDIANA—F. E. Gross, Chr.,
ket st., Logansport, Ind.
Chas. Suttler, Sec., 298 Crew st.
mar av., Howell, Ind.

IOWA—J. F. Huges, Chr., 610
perior Ave., Mason City, Iowa.
R. W. Patrick, Sec., & Treas., 23
st., Sioux City, Iowa.

KANSAS—C. J. Rhuland, Chr., 322 S.
tombie, Kan.
H. E. Hansen, Sec., & Treas., 1115 P
Lincoln av., Wellington, Kan.

MAINE—S. E. Doten, Chr., 62
st., Portland, Me.
A. L. Chase, Sec., & Treas., 213 J
st., Bangor, Me.

MASS.—H. H. Wilson, Chr., 20
st., Lawrence, Mass.
W. B. Flanders, Sec., & Treas., 20
Dreerfield, Mass.

MICHIGAN—P. R. S.
Elmore st., Grand Rapids.
W. H. Kent, Sec., & Treas., 22
st., Detroit, Mich.

MINNESOTA—B. J.
Hartors, Minn.
M. T. McNamara, Sec., & Treas.,
St. Paul, Minn.

MISSOURI—J. J.
So. Hannibal, Mo.

MONTANA—
OS. I.
A. E.
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NEVADA—
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NEW YORK—
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NEW JERSEY—
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Ivers & Pond Pianos.

The Florentine Grand.

This beautiful instrument is our supreme effort to please fastidious purchasers whose musical standards are high, and who expect an exterior design and finish which make a piano a work of fine art.

All our new patented improvements and special features—the Triplex Treble, Laminated Bridge, Capo d'astro Bar, etc.—are incorporated in this remarkable little grand. It sums up an experience of over half a century of fine piano building. Our new catalogue, picturing our complete line of uprights and grands and a paper pattern showing the exact space the Florentine Grand requires, mailed free on request.



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BALCONY FALLS, VA., June 11, 1908.

Gentlemen. We have now had our Ivers & Pond piano in the house for nearly two years, have tested it thoroughly and consider it the best instrument in town, although some others here cost considerable more money. In a word, we are more than pleased with the instrument, and will take pleasure in recommending the Ivers & Pond pianos to railroad men and others needing a strictly first-class instrument. I shall refer any one I may hear of needing a piano or other musical instrument to you, knowing that you will give them the same square deal that you did me.

Yours very truly,

G. S. CAMPBELL, Agt. C. & O. Ry.

MINNEAPOLIS, MINN., April 24, 1908.

Gentlemen. I am entirely satisfied with the Ivers & Pond piano purchased some little time ago. It is well made, beautifully finished, pleasing in tone, and is an ornament to any home.

Sincerely yours,

EDWARD HART, Psgr. Condr., C., St. P. & O. Ry.
O. C. R., Div. No. 40, St. Paul, Minn.

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The King of Festivals.

The king and high priest of all festivals was the autumn Thanksgiving. When the apples were all gathered and the cider was all made and the yellow pumpkins were rolled in from many a hill in billows of gold, and the corn was husked, and the labors of the season were done, and the warm, late days of Indian summer came in, dreamy and calm, and still,

with just enough frost to crisp the ground of a morning, but with warm traces of benignant, sunny hours at noon, there came over the community a sort of genial repose of spirit—a sense of something accomplished, and of a new golden mark made in advance—and the deacon began to say to the minister of a Sunday, “I suppose it’s about time for the Thanksgiving proclamation.”

HARRIET BEECHER STOWE.



BRO. W. D. DRYSDALE, WIFE AND DAUGHTER, AT THEIR HOME IN PEDRO MIGUEL, CANAL ZONE.
The banana and papaya trees seen in the picture were planted Sept. 1, 1908.—Courtesy Bro. D. E. Irwin, 756.

Thanksgiving.

Thanksgiving Day! Your voices raise
To God on high in hymns of praise.

The fruitful yield
Of vine and field

Has brightened all our earthly ways.
Give thanks to God who rules on high
For welcome rain and sunny sky.

For peace and love

Praise God above,

And all his mercies glorify!
Thanksgiving Day! Praise God and sing
Till every vale and hill shall ring.

Thanksgiving Day! From work apart
Let mankind come. From field and mart

Let anthems rise
To pierce the skies

To prove the thanks within each heart.
Give thanks to God for mercies shown.
And kneel today before His throne.

For peace and joy

Without alloy

The loving Father's kingship own.
Thanksgiving Day! Let ev'ry voice
Show how our grateful hearts rejoice.

Thanksgiving Day! Forget not those
Who know naught save life's bitter woes.

Be not delayed—

Give them the aid

That brother unto brother owes.
Lift up the brother bowed by care.
Divide your blessings everywhere;

The highways scan

For fallen man

Who needs the help that you may share.
Thanksgiving Day! Give from your store
To aid the hungry, sick and poor.

Thanksgiving Day! From distance wide
Let loved ones come to sit beside

The festal board

Whose joys afford

Long hours of love whate'er betide.
Give thanks to God for earthly ties;
For love that beams in shining eyes.

Sing songs of praise

Untill your lays

Are echoed back from vaulted skies.
Then at God's throne kneel down and pay
Your homage this Thanksgiving Day!

WILL M. MAUPIN.

The Evolution of a Train Robber—A Story Based Upon Facts.

BY EDGAR BEECHER BRONSON.

Author of "The Reminiscences of a Ranchman,"
with Illustrations by C. M. Russell, in the *American Magazine*.

Life was never dull in Grant County, New Mexico, in the early '80s. There was always something doing—usually something the average law-abiding, peace-loving citizen would have been glad

enough to dispense with. To say that life then and there was insecure is to describe altogether too feebly a state of society and an environment wherein death, in one violent form or another, was ever abroad, seldom long idle, always alert for victims.

When the San Carlos Apaches, under Victoria, Ju or Geronimo, were not out gunning for the whites, the whites were usually out gunning for each other in one way or another, over one trivial difference or another. Everybody carried a gun and was more or less handy with it. Indeed, it was a downright bad plan to carry one unless you were handy. For with gunning, the game most played, if not precisely the most popular, everyone was supposed to be familiar with the rules and to know how to play it; and in a game where every hand is sure to be "called," no one ever suspected another of being out on a sheer "bluff." Thus the coroner invariably declared it a case of suicide where one man drew a gun on another and failed to use it.

This highly explosive state of society was not due to the fact that there were few peaceable men in the country, for there were lots of them, men of character and education, honest, and as law-abiding as their peculiar environment would permit. Moreover, the percentage of professional "bad men"—and this was a profession then—was comparatively small. It was due rather to the fact that everyone, no matter how peaceable his inclinations, was compelled habitually to carry arms for self-defense, for the Apaches were constantly raiding outside the towns and white outlaws inside. And with any class of men who constantly carry arms, it always falls out that a weapon is the arbiter of even those minor personal differences which in the older and more effete civilization of the East are settled with fists or in a petty court.

The prevailing local contempt for any man who was too timid to "put up a gun fight" when the etiquette of a situation demanded it, was expressed locally in the phrase that one "could take a corncob and a lightning bug and make him run himself to death trying to get away."

It is clearly unnecessary to explain why the few men of this sort in the community did not occupy positions of any particular prominence. Their opinions did not seem to carry as much weight as those of other gentlemen who were known to be notably quick to draw and shoot.

I even recall many instances where the pistol entered into the pastimes of the community. One instance will stand telling:

A game of poker (rather a stiff one) had been going on for about a fortnight in the Red Light Saloon. The same group of men, five or six old friends, made up the game every day. All had varying success but one, who lost every day. And, come to think of it, his luck varied too, for some days he lost more than others. While he did not say much about his losings, it was observed that his temper was not improving.

This sort of thing went on for 13 days. The 13th day the loser happened to come in a little late, after the game was started. It also happened that on this particular day one of the players had brought in a friend, a stranger in the town, to join the game. When the loser came in, therefore, he was introduced to the stranger and sat down. A hand was dealt. He started to play it, stopped, rapped on the table for attention and said:

"Boys, I want to make a personal explanation to this yere stranger. Stranger, this yere game is sure a tight wad for a smoothbore. I'm loser in it, an' a d—d heavy one, for exactly 13 days, and these boys all understand that the first son of a gun I find I can beat, I'm going to take a six-shooter an' make him play with me a week. Now, if you have no objections to my rules you can draw cards."

Luckily for the stranger, perhaps, the 13th day was as bad for the loser as its predecessors.

Outside the towns there were only three occupations in Grant county in those

years—cattle ranching, mining and fighting Apaches—all of a sort to attract and hold none but types the sturdiest of real manhood, men inured to danger and reckless of it. In the early '80s no faint heart came to Grant county unless he blundered in—and any such were soon burning the shortest trail out. These men were never better described in a line than when, years ago, at a banquet of California Forty-Niners, Joaquin Miller, the poet of the Sierras, speaking of the splendid types the men of Forty-Nine represented, said:

"The cowards never started and all the weak died on the road!"

Within the towns, also, there were only three occupations; first, supplying the



LOMBARD, MONTANA, SHOWING THE MISSOURI RIVER AND NORTHERN PACIFIC BRIDGE.—Courtesy C. R. Adams.

cowmen and miners whatever they needed—merchandise wet and dry, law mundane and spiritual—for while neither courts nor churches were working overtime, nevertheless they were available for the few who had any use for them; second, gambling, at monte, poker or faro; and, third, figuring how to slip through the next 24 hours without getting a heavier load of lead in one's system than could be conveniently carried, how to stay happily half shot and yet avoid coming home on a shutter, unhappily shot, or, having an active enemy on hand, how best to "get" him.

Thus, while plainly the occupations of Grant county folk were somewhat limited in variety, in the matter of interest

and excitement their games were wide open and the roof off.

Nor did all the perils to life in Grant county lurk within the burnished grooves of a gun barrel, according to certain local points of view, for always it is the most unusual that most alarms—as when one of my cowboys “allowed he’d go to town for a week,” and was back on the ranch the evening of the second day. Asked why he was back so soon, he replied:

“Well, fellers, one o’ them big depot water tanks burnt plumb up this mawn-in’, an’ reckonin’ whar that’d happen a feller might ketch fire anywhere in them little old town trails, I jes’ nachally pulled my freight for camp!”

But a cowboy is the subject of this story—Kit Joy. His genus, and striking types of the genus, have been so cleverly described, especially by Lewis and by Adams—and some day I hope to meet Andy—that I need say little of the genus here. Still, one of the cowboy’s most notable and admirable traits has not been emphasized so much as it deserves—I mean his downright reverence and respect for womanhood. No real cowboy ever willfully insulted any woman, or lost a chance to resent any insult offered by another. Indeed it was an article of the cowboy creed never broken, and all well knew it. So it happened that when one day a cowboy, in a crowded car of a train “held up” by bandits, was appealed to by an Eastern lady in the next seat:

“Heavens! I have \$400 in my purse I cannot afford to lose; please, sir, tell me how I can hide it.”

Instantly came the answer:

“Shucks, miss, stick it in yer sock; them fellers has nerve enough to hold up a train an’ kill any feller that puts up a fight, but nary one o’ them has nerve enough to go into a woman’s sock after her bank roll!”

Kit Joy was a cowboy working on the ——— ranch on the Gila. He was a youngster little over 20. It was said of him that he had left behind him in Texas more or less history not best written in black ink, but whether this was true or not I do not know. Certain it was that he was a reckless dare-devil, always foremost in the little amenities cowboys loved

to indulge in when they came to town, such as shooting out the lights in saloons and generally “shelling up the settlement,”—which meant taking a friendly shot at about everything that showed up on the streets. Nevertheless, Kit in the main was thoroughly good-natured and amiable.

Early in his career in Silver City it was observed that perhaps his most distinguishing trait was curiosity. Ultimately his curiosity got him into trouble, as it does most people who indulge it. His first display of curiosity in Silver was a very great surprise, even to those who knew him best. It was also a disappointment.

A tenderfoot, newly arrived, appeared on the streets one day in knickerbockers and stockings. Kit was in town and was observed watching the tenderfoot. To the average cowboy a silk top hat was like a red flag to a bull, so much like it in fact that the hat was usually lucky to escape with less than half a dozen holes through it. But here in these knee breeches and stockings was something much more bizarre and aggravating than a top hat, from a cowboy’s point of view. The effect on Kit was, therefore, closely watched by the bystanders.

No one fancied for a moment that Kit would do less than undertake to teach the tenderfoot “the cowboy’s hornpipe,” not a particularly graceful but a very quick step, which is danced most artistically when a bystander is shooting at the dancer’s toes. Indeed, the ball was expected to open early. To everyone’s surprise and disappointment, it did not. Instead, Kit dropped in behind the tenderfoot and began to follow him about town—followed him for at least an hour. Everyone thought he was studying up some more unique penalty for the tenderfoot. But they were wrong, all wrong.

As a matter of fact, Kit was so far consumed with curiosity that he forgot everything else, forgot even to be aggravated. At last, when he could stand it no longer, he walked up to the tenderfoot, detained him gently by the sleeve, and asked in a tone of real sympathy and concern:

"Say, Mistah! 'Fo' Heaven, won't yo' Mah let yo' wear long pants?"

Naturally the tenderfoot's indignation was aroused and expressed, but Kit's sympathies for a man condemned to such a juvenile costume were so far stirred that he took no notice of it.

Kit was a typical cowboy, industrious, faithful, uncomplaining, of the good old Southern Texas breed. In the saddle from daylight till dark, riding completely down to the last jump in them two or three horses a day, it never occurred to him even to growl, when a stormy night, with thunder and lightning, prolonged his customary three hours' turn at night guard round the herd to an all-night's vigil. He took it as a matter of course. And his rope and running iron were ever ready, and his weather eye alert for a chance to catch and decorate with the ———brand any stray cattle that ventured within his range.

This was a peculiar phase of cowboy character. While not himself profiting a penny by these inroads on neighboring herds, he was never quite so happy as when he had added another maverick to the herd bearing his employer's brand, an increase always obtained at the expense of some of the neighbors.

One night on the spring round-up, the day's work finished, supper eaten, the night horses caught and saddled, the herd in hand driven into a close circle and bedded down for the night in a little glade in the hills, Kit was standing first relief. The day's drive had been a heavy one, the herd was well grazed and watered in the late afternoon, the night was fine; and so the 1,200 or 1,500 cattle in the herd were lying down quietly, giving no trouble to the night herders.

Kit, therefore, was jogging slowly round the herd, softly jingling his spurs and humming some rude love song of the sultry sort cowboys never tire of repeating.

The stillness of the night superinduced reflection. With naught to interrupt it, Kit's curiosity ran farther afield than usual.

Recently down at Lordsburg, with the



FIRST ENGINE ON CONSTRUCTION WESTERN PACIFIC, AT ELKO, NEV., BRO. W. D. GILLOTT ENGINEER. BROTHER GILLOTT HAS JUST BEEN ELECTED CHAIRMAN G. C. OF A. AND BRO. SULLIVAN SECRETARY.



A VIEW OF A SECTION OF THE W. P. RY. IN NEVADA.

—Courtesy Bro W. D. Gillott.

outfit shipping a train-load of beeves, he had seen the Overland Express empty its load of passengers for supper, a crowd of well-dressed men and women, the latter brilliant with the bright colors cowboys love and glittering with gems. Tonight he got to thinking about them.

Wherever did they all come from? However did they get so much money? Surely they must come from 'Frisco.

No lesser place could possibly turn out such magnificence.

Then Kit let his fancy wander off into crude cowboy visions of what 'Frisco might be like, for he had never seen a city.

"What a buster of a town 'Frisco must be," Kit soliloquized. "Must have more'n a hundred saloons an' more slick gals than the — brand has heifers. Lord! What a lot o' fun a feller could have out thar. Only I reckon them gals wouldn't look at him more'n about onct unless he was well fixed for dough. Reckon they don't drink nothin' but wine out thar, nor eat nothin' but oysters. An' wine an' oysters costs money, oodles o' money! That's the deuce of it!

"S'pose it'd take more'n a month's pay to get a feller out thar on the kairs, an' then about three months' pay to git to stay a week. Reckon that's jes a little too rich fer Kit's blood. But, jimminy! Wouldn't I like to have a good, big, fat bank roll an' go thar!"

Here was a crisis suddenly come in Kit's life, although he did not then realize it. It is entirely improbable he had ever before felt the want of money. His monthly pay of \$35 enabled him to sport a pearl-handled six-shooter and silver-mounted bridle bit and spurs, kept him well clothed, and gave him an occasional spree in town. What more could any reasonable cowboy ask.

But tonight the very elements and all nature were against him. Even a light dash of rain to rouse the sleeping herd, or a hungry cow straying out into the darkness, would have been sufficient to divert and probably save him; but nothing happened. The night continued fine. The herd slept on. And Kit was thus left an easy prey, since covetousness had come to aid curiosity in compassing his ruin.

"A bank roll! A big, fat, full-grown, long-horned, four-year-old bank roll! That's what a feller wants, to do 'Frisco right. Nothin' less. But whar's it comin' from, an' when? S'pose I brands a few mavericks an' gits a start on my own? No use, Kit; that's too slow! Time you got a proper roll you'd be so old the skeeters wouldn't even bite you, to say nothin' of a gal a-kissin' of

you. 'Pears like you ain't liable to git thar very quick, Kit, 'less you rustles mighty peart somewhar. Talkin' of rustlin', what the deuce's the matter with that anyway?"

A cold glitter came in Kit's light blue eyes. The muscles of his lean, square jaws worked nervously. His right hand dropped caressingly on the handle of his pistol.

"That's the proper caper, Kit. Why didn't you think of it before? Rustle, d—n you, an', ef you're any good, mebbe so you can git to 'Frisco afore frost comes, or anywhere else you likea. Rustle! By Heavens, I've got it; I'll jes' stand up that thar Overland Express! Them fellers what rides on it's got more'n they're got any sort o' use fer. What's the matter with makin' 'em whack up with a feller? 'Course they'll kick, an' ther'll be a whole passle o' marshals an' sheriffs out after you, but what o' that? Reckon Old Blue 'll carry you out o' range. He's the longest-winded chunk o' horse meat in these parts. Then you'll have to stay out strictly on the scout fer a few weeks, till they gits tired o' huntin' of you, so you can slip out o' this yere neck o' woods 'thout leavin' a trail.

"An' Lord! but won't it be fun! 'Bout as much fun, I reckon, as doin' 'Frisco. Won't them tenderfeet beller when they hears the guns a-crackin' an' the boys a-yellin'. Le's see; wonder who I'd better take along?"

Scruples? Kit had none. Bred and raised a merry freebooter in the unbranded spoils of the cattle range, it was no long step from stealing a maverick to holding up a train.

With a man of perhaps any other class a plan to engage in a new business enterprise, of so much greater magnitude than those he had been accustomed to, would have been made the subject of long and serious consideration. Not so with Kit. Cowboy life compels a man to think quickly, and often to act quicker than he finds it convenient to think. The hand skilled to catch the one possible instant when the wide, circling loop of the lariat may be successfully thrown, and the eye and finger trained to accurate snap

engineer shut off the air and sought to throw his throttle open. His purpose discovered, a quick snapshot from Mitch Lee laid him dead in the cab, and, springing into the cab, Mitch soon persuaded the fireman to stop the train.

Instantly a fusillade of pistol shots and a mad chorus of shrill cowboy yells broke out that terrorized train crew and passengers into docility.

Within 15 minutes the express car was sacked, the postal car gutted, the passengers laid under unwilling contribution, and Kit and his pals were riding northward into the night, heavily loaded with loot.

Riding at great speed due north, the party soon reached the main traveled road up the Miembres, in whose loose shifting sands they knew their trail could not be picked up. Still forcing the pace, they reached the rough hill country east of Silver early in the night, *cached* their plunder safely, and a little after midnight were carelessly bucking a monte game in a Silver City saloon.

The next afternoon they quietly rode out of town and joined their respective outfits, to wait until the excitement should blow over.

Of course the telegraph soon started the hue and cry. Officers from Silver, Deming and Lordsburg were soon on the ground, led by Harvey Whitehill, the famous old sheriff of Grant county. But of clue there was none. Naturally the station agent had come safely out of his trance, but with that absence of memory of what had happened characteristic of the hypnotized. The trail disappeared in the sands of the Miembres road.

Shrewd old Harvey Whitehill was at his wit's end.

Many days passed in fruitless search. At last, riding one day across the plain at some distance from the line of flight north from Gage, Whitehill found a fragment of a Kansas newspaper. Instantly he saw it he remembered that a certain merchant of Silver came from the Kansas town where this paper was published.

Hurrying back to Silver, Whitehill saw the merchant, who identified the paper and said that he undoubtedly was its

only subscriber in Silver. Asked if he had given a copy to anyone, he finally recalled that some time before, about the period of the robbery, he had wrapped in a piece of this newspaper some provisions he had sold to a negro named Cleveland and a white man he did not know.

Here was the clue and Whitehill was quick to follow it. Meeting a negro on the street, he pretended to want to hire a cook. The negro had a job. Well, did he not know someone else? By the way, where was George Cleveland?

"Oh, boss, he done left de Gila dis week an' gone ober to Socorro," was the answer.

Two days later Whitehill found Cleveland in a Socorro restaurant, got the "drop on him," told him his pals were arrested and had confessed that they were in the robbery, but that he, Cleveland, had killed Engineer Webster. This brought the whole story.

"'Foh de Lord, boss, I nebber killed dat engineer. Mitch Lee done it, an' him an' Taggart an' Kit Joy, dey done lied to you outrageous."

Within a few days, caught singly, in ignorance of Cleveland's arrest, and taken completely by surprise, Joy, Taggart and Lee were captured on the Gila and jailed, along with Cleveland, at Silver City, held to await the action of the next grand jury.

But strong walls did not make a prison adequate to hold these men. Before many weeks passed, an escape was planned and executed. Two other prisoners, one a man wanted in Arizona and the other a Mexican horse thief, were allowed to participate in the outbreak.

Taken unawares, their guard was seized and bound with little difficulty. Quickly arming themselves in the jail office, these six desperate men dashed out of the jail and into a neighboring livery stable, seized horses, mounted and rode madly out of town, firing at everyone in sight.

In Silver in those days no gentleman's trousers set comfortably without a pistol stuck in the waistband. Therefore, the flying desperadoes received as hot a fire as they sent. By this fire Cleveland's

horse was killed before they got out of town, but one of his pals stopped and picked him up.

Instantly the town was in an uproar of excitement. Everyone knew that the capture of these men meant a fight to the death.

As usual in such emergencies, there were more talkers than fighters.

Nevertheless, six men were in pursuit as soon as they could saddle and mount.

The first to start was the driver of an express wagon, a man named Jackson, who cut his horse loose from the traces, mounted bare-back and flew out of town only a few hundred yards behind the prisoners. Six others, led by Charlie Shannon and La Fer, were not far behind Jackson. The men of this party were greatly surprised to find that a Boston boy of 20—a tenderfoot lately come to town, who had scarcely ever ridden a horse or fired a rifle, was among their number, well mounted and armed—a man with a line of ancestry worth while, and himself a worthy survival of the best of it.

The chase was hot. Jackson was well in advance, engaging the fugitives with his pistol, while the fugitives were returning the fire and throwing up puffs of dust all about Jackson, spurred Shannon and his party in the rear.

At length the pursuit gained. Five miles out of Silver, in the Pinon Hills to the northwest, too close pressed to run farther, the fugitives sprang from their horses and ran into a low post oak thicket covering about two acres where, crouching, they could not be seen. The six pursuers sent back a man to guide the sheriff's party and hasten reinforcements, and began shelling the thicket and surrounding it.

A few minutes later Whitehill rode up with seven more men, and the thicket

was effectually surrounded. To the surprise of every one, a hot fire poured into the thicket failed to bring a single answering shot.

Whitehill was no man to waste ammunition on such chance firing, so he ordered a charge. His little command rode into and through the thicket at full speed, only to find their quarry gone, gone all save one. The Mexican lay dead, shot through the head! Kit's party had dashed through the thicket without stopping, on to another, and their trail was



RIDING ONE DAY ACROSS THE PLAIN AT SOME DISTANCE FROM THE LINE OF FLIGHT NORTH FROM GAGE, WHITEHILL FOUND A FRAGMENT OF A KANSAS NEWSPAPER

shortly found leading up a rugged canon of the Pinos Altos range.

Whitehill divided his party. Three men followed up the bottom of the canon on foot, five mounted flankers were thrown out of either side. At last high up the canon, Kit's party was found at bay, lying in some thick underbrush. It was a desperate position to attack, but the pursuers did not hesitate. Dismounting, they advanced on foot with rifles cocked, but with all the caution of a hunter trailing a wounded grizzly.

The negro opened the ball at barely 20 yards range with a shot that drove a hole through the Boston boy's hat. Dropping at first with surprise, for he had not seen the negro till the instant he raised to fire, the Boston boy returned a quick shot that happened to hit the negro just above the center of the forehead and rolled him over dead.

Approaching from another direction, Shannon was first to draw Taggart's fire; Taggart was lying hidden in the brush;

through and helpless, Lee surrendered. It was quick, hot work!

All but Kit were now killed or captured. He had been separated from his party, and La Fer was seen trailing him on a neighboring hillside.

At this juncture the sheriff detailed Shannon to return to town and get a wagon to bring in the dead and wounded, while he started to join La Fer in pursuit of Kit.

An hour later, as Shannon was leaving

town with a wagon to return to the scene of the fight, a mob of men, led by a shyster lawyer, joined him and swore they proposed to lynch the prisoners. This was too much for Shannon's sense of frontier proprieties. So, rising in his wagon, he made a brief but effective speech.

"Boys, none of our men are hurt, although it is no fault of our prisoners. A dozen of us have gone out and risked our lives to capture these men. You men have not seen fit, for what motives we will not discuss, to help us. Now, I tell you right 'here that any who want can come, but the first man to raise a hand against a prisoner I'll kill."

Shannon's return escort was small.

But once more back in the hills of the Pinos Altos, Shannon found a storm raised he could not quell,

even if his own sympathies had not drifted with it when he learned its cause. His friend La Fer lay dead, filled full of buckshot by Kit before Whitehill's reinforcements had reached him, while Kit had slipped away through the underbrush, over rocks that left no trail.

La Fer's death maddened his friends. There was little discussion. Only one opinion prevailed. Taggart and Lee must die.

Nothing was known of the prisoner wanted in Arizona, so he was spared.



CLEVELAND'S HORSE WAS KILLED BEFORE THEY GOT OUT OF TOWN, BUT ONE OF HIS PAIS STOPPED AND PICKED HIM UP.

Shannon standing out in the open. Shot after shot they exchanged, until presently a ball struck the earth in front of Taggart's face and filled his eyes full of gravel and sand. Blinded for the time, he called for quarter, and came out of the brush with his hands up, and with him another man. Asked for his pistol, Taggart replied:

"Hang you, that's empty, or I'd be shooting yet."

Meantime, Whitehill was engaging Mitch Lee. In a few minutes, shot

Taggart and Lee were put in the wagon, the former tightly bound, the latter helpless from his wound. Short rope halters barely five feet long were stripped from the horses, knotted round the prisoners' necks, and fastened to the limb of a juniper tree. Taggart climbed to the high wagon seat, took a header and broke his neck. The wagon was then pulled away and Lee strangled.

With Cleveland, Lee and Taggart dead, engineer Webster and La Fer were fairly well avenged. But Kit was still out, known as the leader and the man who shot La Fer, and for days the hills were full of men hunting him.

Hiding in the rugged, thickly timbered hills of the Gila, taking needed food at night, at the muzzle of his gun, from some isolated ranch, he was hard to capture.

Had Kit chosen to mount himself and ride out of the country, he might have escaped for good. But this he would not do.

Dominated still by the fatal curiosity and covetousness that first possessed and later mastered him, and then drove him into crime, bound to repossess himself of his hidden treasure and go out to see the world, Kit would not leave the Gila.

Alone, unaided, with no man left his friend, with all men on the alert to capture or to kill him, the unequal contest nevertheless lasted for many weeks.

There was only one man Kit at all trusted, a "nester" (small ranchman), named Racketty Smith.

One day, looking out from a leafy thicket in which he lay hid, Kit saw Racketty going along the road. A lonely outcast, craving the sound of a human voice, believing Racketty at least neutral, Kit hailed him and approached. As he drew near, Racketty covered him with his rifle and ordered him to surrender. Surprised, taken entirely unawares, Kit started to jump for cover, when Racketty fired, shattered his right leg and brought him to earth. To spring upon and disarm Kit was the work of an instant.

Kit was sentenced to imprisonment at Santa Fe. A few years ago, gaining three years by good behavior, Kit was released, after having served 14 years.

However, Kit may still hanker for "a big, fat, four-year-old, long-horned bank roll," whatever may be his curiosity to "do 'Frisco proper," it is not likely he will make any more history as a train robber, for at heart Kit was always a better good man than "bad" man.

[This holdup occurred on Nov. 24, 1883, and the engineer shot by the robbers was Bro. T. C. Webster, a member of Div. 28, Tucson, and brother of Bro. W. H. H. Webster, member of Div. 328, now American consul stationed at Niagara Falls, Ont. —EDITOR.]

The Prodigal's Wife—A Thanksgiving Story.

BY W. R. ROSE.

A light rap at the outer door drew the attention of the gray-haired woman.

"Come in," she called.

The door slowly opened. A trim young woman stood at the threshold. She looked around and smiled and nodded.

"Good morning," she said, and her voice was clear and pleasant. "May I come in?"

The elderly woman stepped forward.

"Why, yes," she answered. "Take this chair. Have you walked far?"

"Only from the village. The hill is a little steep. I am not used to hills lately."

She smiled and nodded again.

"Take off your hat," said the gray-haired woman. "And your jacket. You are quite welcome to rest as long as you like."

"You are very good," said the stranger.

"I am not really so tired. It was the dear old house that drew me in. I thought I would like to come."

There was a faint accent to her speech and she chose her words with a peculiar precision. Perhaps the elderly woman did not notice this peculiarity. She knew that the voice was a pleasant one and that the girl's smiling face—she was little more than a girl—seemed to bring sunshine with it.

"Our home is an old one," she said, with a little sigh. "It needs many improvements. But we haven't the means to make them."

"So?" said the girl with a touch of sympathy in her voice. "Perhaps these



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improvements would take away the dear old home's niceness. You do not live alone?"

"No. There are two of us—my husband and I."

"And the children—they are away, then?"

The gray-haired woman turned back to the table.

"We have but one child—a son. He is away."

The girl arose quickly.

"Let me help you, madam." She drew off her jacket and hung it on a hook behind the door. "Ah, you will see what a fine bringing up I have. Is there not an apron I may wear?"

The gray-haired woman turned and looked at her.

"Why should you want to help me?" she asked. "You are welcome to stay and rest. You mustn't feel under any obligations."

The girl laughed.

"You think I am like the tramp," she said. "No, no. I love to help you. Perhaps when you see how quick I am, how willing I am, how careful I am, you will let me stay a little while here in this dear old place. I have no home just now. I hear of a place and I go to see it. I look from the car window at the pretty village. I like it so much I stop. Then I see the hills. I say I will walk there. I love the hills. There are so many where I was born. And so I walk and walk and here I am. If you like me will you let me stay, madam, please?"

She said all this very fast and while she talked she fastened the apron she had found on a cupboard shelf around her slender waist.

The gray-haired woman smilingly hesitated.

"There isn't much to do," she said. "And we have no money to pay for help."

"Let us not talk of it," cried the girl. "I am not so very poor. You will let me stay a few days. Perhaps you will not like me at all."

The gray-haired woman smiled.

"I think I like you already," she said. "You are young, you are pretty, you are full of life. I have had no young person near me since—since my son went

away. I do not think your wish to stay here can be prompted by any bad motive. We are two plain old people, my husband and I. There is nothing in this home that would attract a wicked person."

"Then I may stay?" cried the girl.

"If you like. I am a lonely old woman, and I am glad to see your face and hear your voice."

"I am very glad you like my face and my voice," laughed the girl. "And now I will show you what my fingers can do. Is it pies that you make?"

"Yes. I am getting ready for Thanksgiving."

"Ah, so," cried the girl. "It is next Thursday. Fine. You will let me eat of the Thanksgiving dinner, too?"

"If you are here," said the woman, "you will be welcome." She softly sighed. "For 35 years we have eaten Thanksgiving dinner in that old room—and never alone, until—until my son went away."

"Yes, yes," said the girl hurriedly. "But you will not be alone this time. Now, what can I do to earn my dinner?"

The gray-haired woman laughed.

"You will earn it by just being here," she said. "Your laugh is so cheerful. And what a pretty dress that is, and how beautifully it fits."

"You like it?" said the girl. "I am glad. I made it all myself. I have been where dressmakers do not come. Oh, I can do many things. You will excuse me if I boast. I want you to like me—and maybe you do not find me out if I do not tell you how very useful I am."

She laughed merrily and the gray-haired woman looked at her with a tender smile.

"You are like a child," she said. "You make me think of my sister Alma, who never grew up. She has been dead many years."

The girl pinned up her sleeves on her fair round arms.

"Now you will tell me what to do, and while we work we will talk. You have said something about your son—has he gone far away?"

The woman looked at her with troubled eyes.

"We do not know. We have not heard from him, and so we think he must be far away."

The girl nodded.

"Yes, yes," she said. "He was far away, nodoubt. And why should he go?"

"It is an unhappy story," said the mother. "My son quarreled with his father. It was about a girl. Our boy had gone away to the city. There was so little for him on the farm. His father thought he was wrong to go. But John was ambitious and there was no chance for him here. And then he came home one day and said he was going to marry. And it came out that the girl was foreign and on the stage. And when John's father heard this he was very angry. To him the theater is a wicked place. It was in the way he was brought up. Perhaps he is too hard. Anyway, he told John that he must give up the girl or he would disown him. And John is proud, too, and they had words and John went away, and since that day his father has never spoken his name." She suddenly put her apron to her eyes. "My dear, dear son," she sobbed.

The girl's face flushed. She went to the weeping mother and touched her hand.

"Don't cry," she gently said. "Perhaps there is good news. Look at me. What do you see?" She drew back a little and her laughing eyes grew serious and she held up her pretty head. "A young woman, a strong and healthy and useful young woman—a good young woman, believe me."

The mother's wet eyes stared at the girl.

"Why do you tell me this?" she asked.

"Because," the girl answered, "because I want you to think well of me. I must help you to know me. I have no one here to speak for me. So I speak for myself." Her eyes suddenly grew tender. "Can't you guess why I have come here?" and her voice was low and sweet.

The mother took a step nearer.

"You!" she whispered.

"I see you guess," cried the girl.

"Yes, I am your son's wife!"

For a moment the mother hesitated.

Here was the woman who had taken her boy away from her. Many times she had felt bitterly toward this unknown girl. Now she was here—here in John's home.

The mother opened her arms.

"John's wife," she murmured and held the girl close.

"That excuses all else," laughed the girl a little hysterically. "But I did not mean to tell you quite so soon."

"My son, where is my son?" cried the mother. "Is he well?"

"He is well and happy, madam," replied the girl. "Very well, madam, and happier soon, I think."

"And why did he not come with you? Where is he?"

The girl gently pushed the gray-haired woman into a chair.

"Let me tell it all in my own way, madam mother. It is like this. John married me one—two—three years ago. Who was I? A poor girl trying to earn a living, an honest living, madam mother. On the stage, yes. I will tell you how that was. When we came to this country my father, he was a carver of wood and stone, had a fine business. Then he was killed in an accident and we were very poor, my mother and I. And so, because we were so poor I sang for a manager and he gave me a place on the stage. Then my poor mother died—she was never strong after my father went away—and I stayed at the theater, and there John heard me. And though I did not know it he watched over me when I went to my home at night. And one night two men were very rude to me and John ran up and beat them so hard with his fists that they crept away much hurt. Then we were acquainted and pretty soon he asked me to marry him. I loved your son very dearly, madam mother, he was so big and brave and good, and I was glad, so glad, to say yes. So John said he would go home and tell the father and the mother. And when he came back he seemed like another John, and he told me he had no father now, and no mother, and that he had only me. And so because I loved John we were married and went away, far away into the desert and into the wilderness. We lived sometimes at Goldfield and

sometimes at Rhyolite, and then at Rawhide. And we were very, very poor, and John had the fever and there was only me—I was doctor and nurse and all—and, please God he did not die." The hand of the older woman stole into the girl's and held it close. "Then the luck changed. John is made a manager. He has the charge of a mine. Oh, how he worked! Then he has a mine of his own. And pretty soon my big, hopeful, always patient, always loving John—I kiss his mother's hand—is rich, quite rich. Then I say to him, 'Let us rest a little, John, and go home to the old mother,' for he

The mother arose:

"My boy is coming home," she cried. Then her face clouded. "But his father—he is so hard and unyielding—I'm afraid he has not forgiven him."

"Leave him to me, madam," cried the girl. "Hush, I think he is coming. Not a word, madam. Leave him to me."

The bent form of the tall old man appeared in the doorway.

"Hiram," said the gray-haired woman, "I have a visitor here. She will stay with us for a day or two."

The old man looked at the girl curiously.

"You are quite welcome," he said.



VETERAN MEMBERS OF THE B. OF L. E., EMPLOYED ON THE NICKEL PLATE RY., CHICAGO TO BUFFALO. C.D.Howe, D.McCarthy, Chicago; C.Merritt, Ft.Wayne, Ind.; E.Cloud, Bellevue, O.; W.J.Raynor, Conneaut, O.

has told me everything. But he says 'No, not yet.' Then I know he will go some time. So when the great company is formed—it is my John's company—it is necessary that he come to New York. So I come with him—he can go nowhere without me—and I say to him, 'While you are busy with your directors I will go to the old home and see what I shall see. It was because of me that they turned you away, John. Perhaps,' I laughed, 'because of me they will take you back. Trust me, John,' I say. 'If all goes as well as I hope it will go, we will eat the Thanksgiving dinner together. But I did not mean to tell you quite so soon, madam mother.'

"I am Elsa Lind," said the girl with a little curtsy. "I am glad you say I am welcome."

He looked at her curiously again, and then passed into the inner room.

The dinner, which Elsa insisted upon serving, was a quiet meal. The eyes of the old man followed the quick, lithe figure and the sunshiny face with a wondering interest, and once he looked across the table at John's mother and nodded his head in approval.

When the table was cleared and the women had finished the kitchen work, the old man brought out the big family Bible and read aloud the story of the Prodigal Son. He read it slowly and im-

pressively as he had read it many times before. Then there was a little silence, and presently out of it came a voice, a voice that sang of mercy and forgiveness, an exquisite voice, sweet and full of quivering pathos.

It was the voice of Elsa, sitting in the darkest corner of the room. The song was new to her hearers, a German folk tune with English words, and it seemed to follow the Prodigal's story with almost startling appropriateness. They had never heard a real singer before. It was a revelation to them.

Then when the last quivering note died away the old man closed the book.

"Let us pray," he said softly.

But here his voice broke down and for a long time he could say nothing.

They were very good friends the next morning, and when the girl and the mother met in the kitchen after the breakfast the latter shook her head reproachfully at the smiling Elsa.

"It is no wonder you charmed my boy," she said with a little catch in her voice.

"You are charming his grim old father."

"Surely you do not forget," laughed the girl, "that I was on the stage."

The girl had left a bag at the station and the old man drove with her to get it. And when she came back she waved her hand to John's mother on the porch and there was something more than a graceful greeting in the gesture.

"Wait, good sir, if you please," she said to the old man before he could drive away. "Tomorrow is Thanksgiving day. May I ask a friend to dine with me here? The good mother is willing."

The old man nodded.

"Your friend will be welcome for your sake, little lady," he said, and drove to the barn.

"It goes well, madam mother," said the girl.

"And yet I am afraid," whispered the mother. "John's father is a hard and stubborn man."

"We will see," said John's wife. "We will see."

That night the girl sang for the old man, not once but a dozen times. She sang the tender old Scotch ballads, for which he asked. She sang the hymns he

wanted, and last of all she sang "Abide With Me."

There was a little silence after she finished.

"I think that is quite enough for to-night," said the girl. "You will tire of me. Tomorrow—tomorrow is a busy day. Good night, good night."

"Good night," said the old man in a muffled tone, and as the girl passed him she saw that there were tears on his weather-beaten cheek.

Thanksgiving day dawned bright and clear, and two busy women in the old-fashioned farmhouse hailed the sunshine as a good omen.

"To think," whispered the mother, "that my boy is coming! But, oh, I'm afraid, I'm afraid. Are you sure he will be here?"

"John always keeps his engagements," said John's wife. "And when the engagement is with his wife and his mother—to say nothing of his father—I do not think he will break his rule."

"Hush," said the mother in alarm, "his father is there in the other room."

It certainly was a fine Thanksgiving spread. The turkey was the tenderest, and all its train of accessory dishes the most palatable that culinary art could offer. And presently, when the girl had cast a final glance at the clock and another through the window, the old man was bidden to the feast.

He looked at the trim young woman inquiringly as he seated himself.

"You spoke of a friend," he said.

"Yes, sir," she quickly answered. "He will be here. Seat yourself, madam. Hark, he is here!"

The outer door suddenly opened, a tall young man stepped into the room and looked quickly about him. With a swift movement he stepped to his mother's side and kissed her cheek, and then drew back.

"John!" the mother whispered, but her eyes were on the stern face of the old man.

The girl's hand rested lovingly on the young man's shoulder.

"Father," she bravely said, "this is my friend, my dearest friend—will you bid him welcome?"

The old man's face was dark, he hesitated, his troubled look rested on the girl's sunny face.

Then he spoke, but his voice was hoarse and scarcely audible.

"Your friend has welcome for your sake," he slowly said.

At that the young woman cried out and ran around the table and put her arm about his neck and kissed his wrinkled cheek.

"Ah, such a Thanksgiving," she murmured.

And the old man stretched his hand

down either side of a high hill, on a summit of which perched the church, like a snow temple.

As the church occupied the center of the village, the young minister reasoned that it ought to be the center of interest also. But, try as he would, he could not awaken the devotional spirit. His parishioners were niggardly in their offerings, the attendance was small and interest slight. His sermons were lost on the slow thinking worshipers; his musical departures were a failure.

But the Rev. Mr. Morgan did not de-



IN THE MOUNTAINS OF BRITISH COLUMBIA, MORRISSEY, FERNIE & MICHEL RY.

On the running-board are Miss Beatrice Atkinson and brakeman E. J. Good and wife; at front of cylinder, brakeman Geo. Pushey, Fred Clyniek, B. of L. F. & E. 559, Mrs. and Bro. W. C. Cavanaugh, Div. 241, Mrs. and Mr. P. J. Horgan, yardmaster, St. Paul, and Conductor Douglass.

—Courtesy Bro. W. C. Cavanaugh, 241.

across the table and gripped the hand of his son.

"Come, come," he cried, "the dinner is waiting."—*Cleveland Plain Dealer*.

Barbara's Donation.

BY ELIZABETH VAN NEST.

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If the young minister had been of a sanguine, easily satisfied temperament he might have accommodated himself to circumstances and drifted along as his predecessors had done. But James Morgan brought the enterprise of a modern theologian to the little hamlet, straggling

spair. He had the square jaw that accompanies the aggressive nature. The elasticity of his hopes was phenomenal. He simply would not be discouraged. He had accepted the call in full knowledge of the drawbacks. The score of shabby houses classed under the name of Mayhood represented only a tithe of the church membership. It was the prosperous farmers whose indifference he must change and conquer with his eloquence.

So James Morgan brought to Mayhood a large stock of air castle material with which he beguiled his leisure. He would institute many reforms. The church should escape from an enveloping mort-

gage and, assuming a paying basis, make many missions glad from its plenty. It should be the mainspring, social and ecclesiastical, on which the village turned. He even proposed that the parsonage be let and the proceeds devoted to the county hospital, a proposal that met with unanimous approval, and the minister took up his residence under Widow Fleming's roof.

Until the end of the first quarter things moved smoothly. The new minister found work to do wherever he looked. And, being generous, he forgot to be cautious when need pulled at his purse strings. Hardly realizing it, he at length found his generosity must be governed by his means until he received his first quarter's salary. But at the end of the second quarter the first quarter's salary was still unpaid. With a board bill two weeks in delinquency the minister, blushing and stammering, informed his parishioners of their negligence.

While their profuse excuses satisfied him, he could not see his way clear to satisfy Mrs. Fleming. The fact that wheat was a failure would not recompense her for his board and lodging. Therefore the Rev. Mr. Morgan did the only thing possible from his point of view. He went to the city next day with a mysterious package. Shortly after, the doctor drove three miles to borrow his microscope and was informed that he had disposed of it.

"I have so little time for experiments, you know," he explained, with heightened color. "I could use the money to better advantage."

From this emanated a rumor that at length reached Barbara Dean's ears. The new minister was so philanthropic he had given up his pet hobby to aid the poor.

A wee and timid question mark set itself upon her heart. Perhaps she had been hasty. There was none quite like him—so big, so firm, so brave. It was very singular that he had not asked again—he who in theory scorned defeat. Pretty Barbara did not know that the hope crushed by her laughing was the only inelastic one in his stock of dreams.

As the third quarter drew to a close

without remuneration the minister mentioned the fact again, this time with fewer blushes and a graver air. His needs were urgent. Day after day he scanned his mail anxiously for the expected check, only to be disappointed. But, appreciating the hard times, other trips to the city with mysterious packages were made.

Returning from one of these visits one night, Mr. Morgan was surprised to see a motley collection of teams and vehicles around Widow Fleming's gate. Lights shone from every window in the cottage, including his study and bedroom. The minister was tired and in no mood to participate in a surprise party on his landlady. But, knowing her limited space, it would be churlish to demand privacy. He must meet her guests, who had overflowed her apartments into his, with ministerial welcome. Forcing the weariness from his face, he ran lightly up the steps and opened his study door.

Ranged around the wall was a solid row of chairs, from which smiling faces glowed upon him in welcome. Overrunning the center table and piled on the floor was a collection that at first seemed to be the stock of a grocery store. He singled out a sack of flour and various stone jugs with corncob stoppers as he picked his way to a small oasis of bare floor beyond. But, stumbling against one of the bulging packages, the paper burst and a stream of walnuts poured forth.

"Pardon me!" he gasped, trying to repair the damage on his knees. "Very awkward of me, I'm sure."

The silence was portentous, and, flushed with confusion, the minister looked up straight into Barbara Dean's eyes. The light in them, tantalizing, amused, was his undoing. The walnuts slipped from his grasp and, striking another bag, liberated a peck of popcorn. He stood up guiltily.

"Please forgive me, Mrs. Fleming," he apologized. "I am sorry if my awkwardness has disclosed your gifts too soon."

"They're not Mis' Fleming's," corrected Deacon Brown. "They're yours. We thought we'd give you a donation 'stead of money, times are so hard."

The Rev. Mr. Morgan unconsciously backed a step. "For me? But, deacon, I have no use for these—er—raw commodities. It is very kind of you—but—but"—

"Besides this, there's a side of meat and a firkin of butter outside," put in Mrs. Fleming proudly. "Now that you've seen them I'd better take the molasses out too. It's so warm in here," picking up two of the jugs.

"By all means," said the minister, wiping his forehead, and in the general conversation that ensued he found himself near Barbara Dean.

bringing a present," she said composedly.

"Then what special donation must I thank you for," ironically—"the sack of flour?"

She laughed. His dismay was so comical. She did not know the desperate state of his finances. "I did not bring anything," she said. "I could not—to you."

Something in her voice lent sudden flexibility to his most inelastic hope. With her love to cheer him on he would yet make of Maywood his ideal church.

"Come with me a moment," he said,



A GROUP OF RUSTICATORS AT HOT SPRINGS, ARK.

C.H. Dalby, 613; E.P. Harmon, B.R.T. 533; J. Flynn, mascot; W.H. Gates, 12; M. Gilbin, 755; V.V. Trantham, 719. M. Jones, 448; J.M. DuBose, 23; P.W. Smith, 755; J.M. Fry, 224; T.A. Shields, O.R.C., 324; M. I. Austin, 448.
—Courtesy J. M. Fry.

"I did not expect to see you," he said in a low voice.

"I am spending a few days with Cousin Bess," she answered. "Are you so devoted to Maywood that you have forgotten your old friends?"

"Only those who wished to forget me," significantly; then, with a despairing glance at the loaded table. "What shall I do with it?" he asked. "A family of 10 could not consume that perishable stuff before it spoils. Why did they bring so much?"

"The unwritten law of a donation party is that none may attend without

leading her to the deserted window nearest the church. "I had bright dreams when I came here, Barbara," he went on. "I have learned to love the church and the people. If I go away now my work will be wasted. But I think I shall go when my year is up."

"Where?" she asked quickly.

"Anywhere—to any church that pays a salary," desperately. "That collection represents my work for nine months. It is not enough, Barbara. You said that no one may attend a donation party without a present. I am waiting for yours. If you want me to stay here

you must do your part. The deacons and elders have looked after the needs of the material man. You must provide for his spiritual nature."

She played with the widow's best curtains nervously. "You said you would not ask me again," she reminded.

"I have not. You did well to say no," bitterly. "If my work is worth only butter and flour you are justified in forgetting me as quickly as possible. Maywood can keep its donations. I shall leave at once."

A change flashed across her pretty face. The mischief vanished, and in its place stole a tender blush. "Don't be hasty, James," she whispered, with a furtive glance over her shoulder. "Perhaps with my donation we can use the rest. When will the parsonage be empty?"

"I'll give the tenant notice tomorrow," he answered happily. Then, under cover of the widow's voluminous curtains, with the church looking on in solemn witness, he accepted her donation with a kiss.

When Jack Frost Comes.

Of all the tricky rascals
That for us trouble make
There's one that comes in autumn
And promptly swipes the cake.
The pranks that he is playing
Are always at our cost,
And often we're denouncing
That scalawag, Jack Frost.

He hides around in daytime
About this time of year,
And never gives an inkling
To us that he is near.
And there he waits for darkness,
When in the air he floats
And chills all unprotected
By heavy wraps or coats.

Wherever there are posies
There goes this cruel Jack
And all their pretty petals
He soon is turning black.
He hunts up all the gardens
Where crops still try to grow,
And by a touch he changes
Them all to scenes of woe.

He travels through the forests
With colors to diffuse,
And there he leaves he's painting
Till gorgeous are their hues.
And while we're yet admiring
The beauty of the sight
He like a ruthless vandal
Destroys with deadly blight.

But all these tricks are nothing
To those he'll later play,
For often he will fill us
With sorrow and dismay.
He'll chill us to the marrow
And make us groan and wheeze;
He'll boom our bills for fuel,
And water pipes he'll freeze.

And there's no good in grumbling.
For that won't help a bit—
Jack Frost does as he pleases,
And we must stand for it.
He'll often make us shiver,
Our faces often nip,
And not till gentle springtime
Will he relax his grip.

—Pittsburg Chronicle Telegraph.

Mrs. Have and Mrs. Havenot.

BY AGNES DILLON.

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Mrs. Lewis Adelbert Simms paused a moment as the automobile deposited her on the walk before a flat building that, to say the least, was battered, though pathetically respectable looking.

"Dear me!" she said faintly. Then she turned sharply on the imperturbable driver. "Do you mean to say," she asked rather fretfully, "that this is 225 Rosemere court?"

"The same," said the hired driver. "Two twenty-five, please."

As Mrs. Simms opened the elaborate gold mesh purse she carried she was conscious of a bewildered surprise. Of course she had known Carrie had not married wealth, but Carrie's letters in the years during which they had not seen each other had been so cheerful! How any woman could be cheerful living on this little side street was beyond Betty Simms.

Still bewildered and holding her trailing skirts daintily, she entered the building, and another surprise met her. There was no elevator, and Mrs. Lewis Adelbert Simms was used to having elevators when she needed them. Apparently there was nothing to do but to climb, and to the fourth floor, too! Each step added to her amazement.

It was impossible to picture Carrie as harassed by poverty. In their school days she had been one of the regal creatures the mere sight of whom called up visions of ermine and old lace, of

lackeys and gold coin. They had all been sure Carrie would marry a millionaire. When she did marry she wrote Betty Simms, who had indeed married a millionaire, much to everyone's surprise, being a small, quiet, demure little creature of no apparent brilliance, one of her characteristic letters.

"Mother is furious," Carrie wrote cheerfully, "because Tom isn't rich. I

three flights of stairs. Perhaps Carrie was so used to them she had not thought. Mrs. Simms pressed the button beside the door.

There was a clatter of feet down in the inside hall and a woman's voice in laughing protest, and the door opened to precipitate a small sized avalanche of small boy and barking, woolly dog almost into the astonished arms of the caller.



GROUP OF B. OF L. E. MEMBERS AT SANFORD, FLA.

Bro. D. Watson, 393; J. Flynn, Roadmaster Midland Valley Ry.; C. J. Lester, Div. 554.
Bro. J. P. Font, 638; P. M. Cooney, 539; J. J. Ginn, 731; B. F. Hines, 769.

—Courtesy Bro. C. J. Lester.

can't make her see we shall be far too busy just being happy to have the mere matter of money count. As for that, some day Tom will be rich. He has the brains!"

And this was all Tom's brains had done for Carrie in six years! When she had written Carrie she would pass through her town and wanted to look her up; the prompt reply and invitation to luncheon had not mentioned those

Behind the avalanche stood Carrie.

"Betty at last!" she cried. "Anthony, let the lady in! Take Sub away. We call the dog Substitute because he's such a ridiculous imitation of a real hearty dog."

Mrs. Simms found herself drawn by her friend across the tiny hall into the living room, and there the two took a good look at each other. Carrie, the regal Carrie, stood clad in a blue and

white wash shirt-waist suit that would not be injured by entry into the kitchen. Above it the old brilliant, eager face, thinner, with hints of lines and with its interested, searching brown eyes, looked down as of old on Betty Simms in her Paris wrap and her trading gown. There was a compassion in Betty's eyes that shone forth unknown to her, and Carrie laughed her old gay laugh.

"You paid at least \$40 for that love of a hat, Betty," she said, "but perhaps you don't mind taking it off and laying it on my \$16.50 bed."

"It's a bird of paradise," said Betty mechanically as she struggled with the

"Tell me all about yourself, Betty," her hostess was begging.

For an instant Mrs. Lewis Adelbert Simms groped for words. "Why," she laughed, a trifle ruefully, "there isn't anything to tell! I just got married, and life goes on, and there are lots of parties and dinners and things, and I always seem to be in a terrible rush, or else Lewis is, and we never have time for anything."

"I see," said her hostess, a little quietly, her great eyes taking in the somewhat expressionless face of the other. "Will you excuse me while I put lunch on the table—unless you want to come into the kitchen with me?"

She smiled as if giving an invitation to come into the conservatory, and Betty Simms followed and, sitting on a wooden chair, watched Carrie's deft movement from cupboard to refrigerator and to the stove.

"Why," she said involuntarily, "you act as if you like doing this, Carrie Peabody!"

Carrie paused on her way to the table. "I don't mind," she said. "It's only a means to an end. He wants you to take him, Betty."

Mrs. Simms looked into the face of small Anthony clutching her gown and, lifting him up, was surprised to have him cuddle down contentedly as one used to being held and made much of.

Sub, the woolly dog, followed, and many emotions chased themselves through the head of Mrs. Simms. To her credit, not once did she think of the possible wrinkling and spoiling of her gown. When before in her life had her arms been full of woolly dog and little boy? It was a new sensation.

None of her friends seemed as intimately acquainted with their own children as Carrie was with hers. Never before at luncheon had Mrs. Simms so much as seen a child, let alone touched one. Yet somehow Anthony did not seem



THREE BROTHERS SHOOTING TIME.
Bros. C. C. Horn, Nelson Hiles, R. L. Rich, 633.
—Courtesy Bro. J. J. Donovan.

hatpins. The dresser silver was the same Carrie had had at school, with no additions. The dresser scarf was only hemstitched scrim, and the bedspread, though dainty, was of a flowered silkoline that Betty knew in her soul had been picked up for a few cents a yard.

Still dazed, she followed her hostess back into the little parlor. In spite of its smallness it looked bare. Not a superfluous article adorned its walls. The mantel boasted a single ornament—a jar of quaint pottery. The books on the table, however, were plentiful. The single small rug on the waxed floor was an Oriental. Through the arch the dining-room table showed, weathered oak, artistic, but the cheapest of woods.

out of place here nor in the way. He seemed part of the household and to take his place naturally.

It was a very simple luncheon, though a dainty one, and it tasted amazingly good to the visitor, who was rather silent. She was trying to reconcile the cheerful face of Carrie Peabody with the account Carrie was giving of her life.

"It has been hard on Tom," she was saying. "The company he was with when we married failed, and that ended putting his invention through. And when he did get another place typhoid took him, you know, and it was months—well, we got through somehow. I had a few hundreds of my own saved for some emergency, and I concluded the emergency had arrived. And things have kept coming up—Tom's brother's trouble and then this small boy of ours, and with it all we've been, as I wrote you, Betty, poor—very poor."

"But," said the woman, listening, struggling to adjust the facts before her—"but you seem so happy, Carrie." There was a hint of envy in her tone.

"Why shouldn't I be?" asked the woman in the blue wash gown, Anthony on her knee. "Some time it will be better, when Tom gets a firm hold on things. And I have him and Anthony, and we all care truly about each other, and because we aren't rich enough to go outside to find distraction and amusement we've learned to depend on each other, and we're very contented doing it, Betty. We're very happy in this little cheap flat. Why, I suppose we're just as happy as you and Lewis, with all your money and what it brings into your lives."

Across the face of the listening woman there was a faraway expression that was tinged with a little bitterness. It was as if she were looking into her past and seeing many things.

"Carrie," she spoke suddenly, enviously, "I'd give all it has brought me and ever bids fair to bring me for one minute of the perfect companionship poverty has brought you and Tom. And for Anthony—yes, and for the woolly dog that loves you all."

"I'm sorry about the stairs," Carrie

told her guest as she watched her depart a little later to the puffing automobile below.

"Oh," said Betty, "I never thought of them! I—I'm thinking about something else. Stairs really don't matter much, after all."

And the curve of the descent swallowed up the bird of paradise as Mrs. Lewis Adelbert Simms went back with a strange reluctance to the world of elevators and unlimited credit.

The Four T's.

There are four T's so apt to run.

'Tis best to set a watch upon.

Thoughts,

Of, when alone, they take them wings,

And light upon forbidden things.

Temper:

Who, in the family, guards it best,

Soon has control o'er all the rest.

Tongue:

Know when to speak; yet be content,

When silence is most eloquent.

Time:

Once lost, ne'er found. Who can yet say,

He's overtaken yesterday? (G. B.)

The "Blackfellow" Doctors.

Dr. A. W. Howitt in his "Native Tribes of Southeast Australia" gives an interesting account of those medicine men called the "blackfellow doctors." The blackfellow relies upon the supernatural for his effects, but he is believed to be wholly sincere, as he lives among a people not yet civilized to the point of understanding a "nature faker." Dr. Howitt says of him: "He is everywhere believed to have received his dreaded power from some supernatural source of being, or from the spirits of ancestors. This power enables him to inject diseases, as it were, into people at a distance, as well as to cure disease by striking at its secret originator, who is usually a rival medicine man in a neighboring tribe. He can also preserve people from disease. He works with charms, and individual medicine men or groups of them possess charms peculiar to themselves. In all cases the blackfellow doctor is credited with being able to see men in their incorporeal state,

either temporarily as a wraith or permanently separated from their body as a ghost, which is invisible to other eyes. He can ascend to ghostland beyond the sky or can transport himself or be transported by the ghosts from one spot of earth to another at will, much after the manner of the Buddhist Arhat. He can, it is also thought, assume animal forms or control the elements."—*American Press Association*.

How the Months Got Their Names.

The months of the year obtained their names from widely varying sources. January was named from the Roman god Janus, the deity with two faces, one looking to the east and the other toward the west. February comes from the Latin word *februare*, to purify. It was the ancient Roman custom to hold festivals of purification during that month. March owes its name to an old god of war. Among the Saxons this month was known as *lenst*, meaning spring, which was the origin of our word Lent. It is claimed by some that April was named from the Latin word *aperire*, to open, in signification of the opening buds. In Saxon days it was called *eastre*, in honor of Eastrā, the goddess of spring, from which comes our word Easter. May was named after Maia, the Roman goddess of growth or increase, and June was from the Latin *juvenis*, young. Julius Cæsar himself named July in his own honor, and August was likewise named by Augustus Cæsar. September is from the Latin word *septem*, meaning seven, it being the seventh month of the year according to the old Roman calendar, and October, November and December likewise retain the names they were known by in the old Roman calendar.—*Am. Press Association*.

Gloves.

The origin of gloves is very ancient. Some authorities assert that they were known in Bible times, from references made to "shoes" which were thought to be identical with gloves. The first clear account of gloves comes, however, from Xenophon. This writer speaks of the

Persians wearing gloves on their hands to protect them from the cold. Homer describes Laertes working in his garden with gloves upon his hands to protect them from the thorns, and Varro mentions this apparel as being worn by the Romans.

Gloves have been tokens of solemn and important things from the 9th century. They were adopted as a rite of the church, and later the transferring of lands or titles was always attended with the presentation of gloves. In the 11th century the method of challenging to single combat by throwing down a glove was instituted, and this custom still remains in some countries. Gloves were not worn by women until after the Reformation.—*St. Louis Republic*.

Cocaine.

Cocaine is an alkaloid of cocoa leaves. It was discovered in 1859, but remained in comparative obscurity until 1884. In minute doses, whether taken internally or used as a spray on mucous surfaces, its effect is wonderfully exhilarating, producing for a time the fresh and buoyant sensations of youth and perfect health that have apparently no unpleasant reaction, and therein lies the explanation of the subtle and irresistible power it quickly acquires over its victims, carrying them to the very brink of destruction before they have dreamed of danger. Being a cumulative poison, the first warning symptom does not appear until the fatal chains are riveted that shall drag them, horror stricken and powerless of resistance, over the precipice to complete mental, moral and physical ruin.—*The Pilgrim*.

Just Wanted the Earth.

"Lawd," prayed the old colored deacon, "send us a bright prospect, but don't let it blaze! Or, ef it does blaze, send down a flood to put it out, but not enough water ter drown us! Give us good crops, but not too much cotton fer de sheriff ter levy on. Make us thankful fer what we receive, an' keep us receivin'. We're all po' creeturs, Lawd, but we won't be po' no longer ef you'll make us rich."—*Atlanta Constitution*.

Brotherhood!

(From The West Australia Railway Gazette.)

"There are many, and the number is by no means small, of those around us in the service who even for a £10 increase in their salaries care not what may happen to others. They think of and feel for themselves only, and I know it." Those remarks were quite recently made to the writer, with deliberate and convincing emphasis, by an officer occupying one of the highest positions in the administrative life of the Department. They were uttered, moreover, by one who is too experi-

but to the exceptions who enslave themselves to the miserable fetish of self-interest. To those the word "brotherhood" is meaningless; and they are too intent in the service of "No. 1" to manifest any feelings of tenderness or sympathy towards humanity. To promote and sustain a spirit of worthy fellowship, and to encourage the fullest possible measure of indulgence and courtesy towards each other, as a body of public servants, are amongst the most cherished objectives of the *Gazette*. That is our aim, and we seek no further reward than the knowledge that the goal is being approached.



PALL MALL AND SENIOR CARLTON CLUB, LONDON, ENGLAND.

enced and too careful to lay himself open to a charge of rashness in speech on even any occasion, and the regretful tone in which the words were used, not only did credit to the heart of the speaker, but also carried conviction. In our studies of modern life we are reluctantly compelled to admit that we find overwhelming evidence to support the charge that selfish motives, to an alarming extent, exercise dominion in practical affairs. It is a melancholy fact that does not add to our happiness by one iota. The remarks quoted above which have suggested the title of this article, were never intended to apply to the railwaymen as a whole,

The truly generous man is generous both in heart and hand, and we can all afford to be generous at least in heart, because it need cost us nothing. We should endeavour to lighten the cares, the worries, and the disappointments of life which, sooner or later, come to mostly all of us, by cultivating a more liberal disposition of brotherliness in our intercourse and dealings with one another. Some perhaps may argue that so far as the service is concerned the general deportment is sufficiently perfect, and there is but little room for reform or improvement. If that were so, or, rather were we persuaded that no change was needed

or desirable in our mutual relations, we could indeed hardly have considered it necessary to address ourselves to the subject. We have our own opinions on the matter. With a knowledge ripened by what may fairly be claimed a somewhat extensive experience in the observation of "men and manners," it would take a lot of argument to convince us that we have arrived at anything approaching perfection in that respect. However, the flock must not be condemned because of the black sheep; and it is a cheerful satisfaction to know that the members of the staff as a body recognise their interdependence, and that, apart from the mere monetary considerations which are received in exchange for their labour, they are at all times prepared to give allegiance to those matters of mutual interest and encouragement which, after all, it must be confessed, are really necessary to make existence tolerable.

But, though the fine nobility of sentiment, sympathy, and charity which suggested, for example, the Death Benefit and Provident Funds, may be, to some extent, marred by the presence of the ugly spirit of selfishness, which our friend has noticed, yet we have sufficient faith in the human nature of our brother railwaymen to feel that the meanness referred to is decidedly exclusive and exceptional. "Those who live for self," said a great satirist, "should have a special sun to shine on themselves," and they are to be pitied, poor folk, because the blessing is denied them.

AUSTRALIAN RAILWAY DEVELOPMENT.

All the States of the Commonwealth, with perhaps the exception of South Australia and Tasmania, are pursuing a somewhat vigorous policy of railway construction. Each year the country is becoming more developed, the margin of cultivation becomes wider, and each year, therefore (says an exchange), the necessity for further railway communication becomes evident. In a land such as Australia, where navigable rivers are few, railway facilities are more essential to the development of internal trade and commerce than is usual in respect of most countries. So far the population of the main land might be said to be

restricted to the coastal areas, but there is behind these areas rich agricultural and mineral country the development of which is largely dependent on the construction of suitable means of transportation. Realising this, the Governments of the various States are pushing their railway systems farther into the interior, and at the same time the Commonwealth Government has under serious consideration the advisability of constructing certain trans-continental lines covering, in each case, distances and for purposes that are too great for purely State enterprise. The longest continuous railway journey that can now be undertaken in Australia is that from Rockhampton, along the eastern coast, through Brisbane and Sydney to Melbourne, along the northern portion of the continent to Adelaide, and then north to Oodnadatta, a distance altogether of over 3,000 miles. A regrettable feature in connection with this journey, however, is the fact that it embraces three distinct gauges; that of Queensland and portion of South Australia being 3 ft. 6 in., New South Wales 4 ft. 8½ in., and Victoria and the remainder of South Australia 5 ft. 3 in. This want of uniformity in gauge is one of the serious problems to be faced by the Commonwealth and State Governments of the future, and it is a problem that increases in magnitude with every year of delay.

It is interesting to note how the gauge adopted by New South Wales and Victoria respectively, the pioneer States in railway construction, differed.

In 1846, it is said, the late Mr. Gladstone, then Colonial Secretary, advised the then Governor of New South Wales that a 4 ft. 8½ in. gauge should be adopted in any railway project undertaken by the colony. Four years later, however, when New South Wales was about to embark on a small enterprise of this kind, the engineer engaged advocated the adoption of the 5 ft. 3 in. gauge, and in 1852 an Act was passed making it compulsory that all railways in New South Wales should be constructed to the wider gauge, the Governments of Victoria and South Australia being duly advised of the step that had been taken.

Later on in the same year, the company changed its engineer, and also changed its views as to the gauge system, and shortly afterwards succeeded in obtaining the repeal of the Act referred to, and at the same time had another Act passed, making a gauge of 4 ft. 8½ in. imperative.

In this step the other states were not consulted, and a good deal of ill-feeling resulted, especially in Victoria, where two private companies had already ordered rolling stock for lines that were to be constructed on the 5 ft. 3 in. gauge. The Victorian companies proceeded with the gauge they had determined upon, and thus arose the difference. Queensland adopted a 3 ft. 6 in. gauge at the outset without apparently considering very seriously the national aspect. Western Australia and Tasmania also adopted this gauge, while in South Australia portion of the system is constructed of a gauge similar to the Victorian, while the remainder, including the Northern Territory portion, has a gauge of 3 ft. 6 in.

There can, of course, be no doubt now that serious errors have been made by the states in this matter. The continued necessity for passengers to change trains at border stations and for goods to be shipped at those places is a hindrance to national development that will become even more noticeable with the course of time. Sooner or later it is obvious the problem of gauge-unification of the lines by which the various capitals are connected must be undertaken. In the meantime there are not wanting occasional propositions to overcome the disability either by means of a third rail or by a wider wheel tread, or by some other method dear to the heart of the inventor.

Of Government railways, there is a length of 3,472½ miles of 4 ft. 8½ in. gauge, 3,913½ miles of 5 ft. 3 in. gauge, and 6,727½ miles of 3 ft. 6 in. gauge.

The two most important construction propositions now under consideration are the connections between Kanowna in Western Australia, and Port Augusta in South Australia, and between Pine Creek in the Northern Territory, and Oodnadatta in South Australia. Each of these

would be a transcontinental railway in the fullest sense, and the importance of either, whether it be viewed from the standpoint of internal development, the opening up of new routes to other countries, or as a link in the chain of national defence, cannot be overestimated. Queensland, too, is anxious to have railway connection between Longreach and the Northern Territory, and this line, if it ever should be constructed, would open up the vast grazing areas to the west of Queensland, and afford an outlet from the interior at Rockhampton.

The railway map of Australia is so far an aggregation of short lines for the main part along the eastern and southern coast. An enormous territory is yet blank, and it is towards the peopling and developing of this territory that the national railway policy of the Commonwealth must shortly be directed. Until this has been done, indeed, Australia must remain as it now is—a land of vast unabridged distances, and as far as the interior is concerned, at any rate, a land practically unknown.

The total mileage of the private railways of the Commonwealth is 1,554; of these 915 are open for general traffic and 639 miles are worked for special purposes, principally for the carriage of minerals and timber. The state of Queensland has the largest mileage of private railways open for general traffic, viz.: 315 miles, of which 263 miles are of the 3 ft. 6 in. gauge, and 52 of the 2 ft. gauge. Western Australia follows with 277 miles, 3 ft. 6 in. gauge; then comes Tasmania with 165 miles, 155 to the 3 ft. 6 in. gauge and 10 miles to the 2 ft. New South Wales is fourth with 144 miles, and a greater diversity of gauges than any other State, viz.: 45 miles, 5 ft. 3 in. gauge; 63 miles, 4 ft. 8½ in., and 36 miles, 3 ft. 6 in. gauge. Victoria possesses 14 miles built to the 5 ft. 3 in. gauge. Western Australia heads the list with private lines for special purposes, viz.: 362 miles, New South Wales follows with 127 miles, and the other states in the following order: South Australia, 53 miles; Tasmania, 38 miles; Victoria, 33 miles; and Queensland, 21 miles. The capital cost of several of the railways open for gen-

eral traffic is not available, but the total for the Commonwealth may be stated to be about £3,615,000. The rolling stock in use on these lines consists of 93 locomotives, 120 passenger carriages, and 1,384 goods vehicles, while the number of employees is about 1,400.

Samuel Gompers in Europe.

The Journal will present a synopsis of Mr. Gompers's letters while in Europe. Selecting such descriptive portions as will tell of the common people, how they live, how much they have to live on, their surroundings, aspirations and opportunities—matters of information we feel will interest a large number of our readers. The matter herewith presented is taken from the first two of the letters.—

EDITOR.

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BY P. S. RIDSDALE.

LIVERPOOL, July 1, 1909.

Sailing from New York Saturday, June 19, the "Baltic" brought us to Liverpool, Sunday, the 26th. A smooth sea, sunshine in daytime, moonlight at night, very nearly record runs for the ship for every 24 hours—these were the transit features of the voyage. A sociable and democratic company of about 400 passengers; little over-dressing or other vain show; dancing evenings on the deck for the young folks; the "solution" of every form of commercial, international, or labor problem in the smoking-room parliament—these were the social features of the first cabin group. No thrilling incidents occurred; no icebergs were seen, no collisions threatened, no scandals tried in the "whispering courts," nothing was to be observed more remarkable than the reading of the Sunday services of the Church of England by the purser in the main saloon.

As my mission to Europe is largely for the purpose of making what observations of the working people's conditions which the time of my visit permits, I wrote to the captain of the "Baltic" asking permission to go over the vessel to see how her wage-workers fared. In reply, he sent a very courteously de-

livered verbal message by the purser to the effect that the latter official would at any time place himself at my service for a visit of inspection. Accordingly, having made an appointment at a certain hour with the purser, I waited on him at his office, to be told that, as his time was almost fully taken up by his engagements, he could devote but 20 minutes to the inspection; but, if I preferred it, he would send with me as a substitute one of the stewards. With the steward, therefore, and an American companion, I went the usual rounds of those parts of the vessel which are shown to favored first-class passengers. As we passed along, the guide glibly recited his well conned lesson as to the vessel's wondrous bigness and its marvels of operation. All of this was admirable indeed as a transporting machine designed to carry with safety a population equal to that of a considerable village.

The "Baltic" is certificated by the British and American maritime authorities to carry 426 first-class passengers, 420 second, and 1,195 third, and a crew of 370; in all, 2,411 "souls," as the expression is among seamen. I am reliably informed that, despite this limit of passengers and crew, the "Baltic," as well as other steamers bound for the port of New York, frequently carries over 2,000 third-class passengers. Our guide, the steward, showed us the various pantries and kitchens for each class, and the bakeshop where the bread is made to fill the "souls" of all classes. Rather rapidly, he walked us through the second-class lounge and smoking-room, through the steerage quarters, and to the landing at the head of steep and narrow ladder-like iron stairways that led to an infernally hot place far below, judging from the fierce waves of heat that rose and enveloped us where we stood. "Visitors never go down there," said our guide; "it's too hot!" And he led us away quickly, so quickly and determinedly that to both my American friend and myself his action signified and commanded "No admission!"

I asked where the sailormen were lodged. "In the fo'k'sel," he replied; "but visitors never go there. The sail-

ors work four-hour watches; so the fo'k'sel always has a lot of chaps in it asleep, and visitors might wake 'em up." This explanation seemed to voice also our guide's pity for the poor sailors; by making it he successfully kept us out of the fore-castle. And in another moment, he had us back at the first-class companionway, and was bidding us good-bye—with thanks.

Well, of course, not being an official inspector, I had seen all parts of the ship to which one might penetrate whose relations to the company were but those of a temporary patron. I had been treated

ards in wages; the passengers are, by force of circumstances, required to make up in "tips." Little wonder that the stewards faithfully "work" their charges for "tips."

In maintaining, as one of their firmest institutions, the "tipping" system, the steamship companies manifest a shrewd perception of their own interests. Tip-takers rarely, if ever, strike. Every eager tip-seeker studies the short and sure route to the shilling or the pound awaiting his quest in the liberal passenger's pocket. The tipped servant's vocabulary of lip-gratitude, his gestures



REGENT STREET, LONDON, ENGLAND.

most politely, but when back in my steamer chair I found myself musing on the probably similar superficial character, of occasions, of what constitutes "investigations." The way to truth is often blocked by polite attentions.

However, by dint of questioning, a glimpse at the life of the stewards was obtained, and their wage-scale learned; and, besides, we saw the steerage. The stewards on the "Baltic," as on all the European transatlantic liners, receive £3 (15 dollars) per round trip, and make at most 12 trips a year. That is, they receive in wages less than \$200 a year. What the companies fail to pay the stew-

of obsequiousness, his methods of forcing upon his intended victim a series of subtle and unnecessary attentions, his habitual air of profound deference—what is all this but the practice of a profession in which the most successful need have the least heart or manliness? Is it not an unhappy, if not degrading, occupation from which the great majority following it would gladly escape? From my investigation, I have no hesitancy in answering the question in the affirmative. And they may—nay, will—become organized in the protective fold of the trade union movement. The time will surely come when, as is already the case

in certain English systems of restaurants, the signs will go up in ocean steamships "No tips allowed!" Then will the relations between passenger and steward be those worthy of man to man, each honoring his own position and the position of the other, and each dealing with the other without deceit—a relationship which, though not impossible, is difficult now. Meantime, the steamship companies make a pretty penny out of the stewards' tips; for it is not to be forgotten that the passengers' tips go really, not to the steward, but to the treasury of the line which is relieved of paying him his wages. With, say, 500 passengers, first and second class, each on the average giving \$10 for tips on a trip, \$5,000 is added to the dividends of the stockholders. In addition to all this, there is deducted from the \$15 per month paid to the stewards one shilling and ninepence (43 cents) for "breakage"; and this deduction is made every month without regard as to whether anything is broken or not. Making inquiries in Liverpool, one of the men not only confirmed this fact, but added, "Yes, it is true; and the stewards seldom break anything. Indeed, the stewards pay for and ought to own, not only the glass and crockery, but also the silverware on the ships." Not a bad stroke of business, this, and requiring less skill than the work of the "confidence" men and professional gamblers in the steamer's smoke room. And that worm, the passenger, has never yet turned!

The following story, authenticated by a fellow-passenger, is of interest. A passenger, at the end of a recent trip, made this little speech to a steward: "Here's the minimum tip for you. I am obliged by custom to give you something; but I'll not make it enough to help induce the steamship company to still further reduce your paltry pay. But I pledge you that the day you go on strike for better pay and no tips I'll send \$25 to help you win."

It would be well worth that sum to every American passenger to rid himself of the tipping nuisance on the steamship voyages.

In the engine-room, the stokers and

coal-passers and trimmers work four hours on and eight hours off. The stokers receive \$22.50 and the pursers and trimmers \$20 per month. I was unable to see their sleeping quarters; but their labor representative in Liverpool told me that their "bunk-rooms" were anything but models for light and ventilation; that the narrow compartments in which these men sleep are at fully Turkish bath heat temperature. I saw the place where they eat. It is a small, narrow compartment, and may be likened to a damp, hot stable. Benches and tables are of the rudest possible construction. Those I saw at a meal had bread, tea, and a sort of stew. The "Baltic" has 60 of these men.

The 36 sailors work four hours on and four off; they are paid \$20 per month. Their bunks are ranged round the fore-castle, and they were sleeping in their clothes when I saw them; the discolored mattresses and blankets looked ready for the rag shop or the disinfecting chamber.

On contemplating the lot of the sailors, stokers and coal-handlers of a steamship, one asks himself how it is that men can be found who will consent to get down to such dreary, painful, and ill-requited toil, performed under such hard conditions. As a fact, every man to whom escape is possible must flee from that sort of life. It must be the more helpless characters, from whatever cause, who remain. One thing is to be remembered, the men are bound to work the round trip from England, for if they quit at New York, they forfeit the pay already earned. And another, at Liverpool, 22,000 dock laborers report at the Gates along-shore every day seeking a job; and on the average only 15,000 find employment. The "surplus" 7,000 indicate the possible state of unemployment of maritime labor in Great Britain. The Liverpool dockers have a fairly well organized union, with its own bureau, impartially and in rotation assigning men to the work. It has a system of paying benefits in cases of sickness and death; it has a voice in fixing the wage scale for the men—a better scale than obtained some years ago, low though it is today. But with the men on shipboard, it must be admitted the union sentiment at present is not strong.

As one looks at that part of the steerage to which the immigrants into the United States from the east of Europe are packed, he asks himself whether the Government regulations which are applicable are yet up to a civilized standard. To stow away for the night perhaps 100 men (or, in another compartment, women), in a low-ceiled space, on layers or in iron berths, apart only far enough to admit of only crowding one's way along, is stabling them under worse conditions than cattle are ordinarily kept. The English-speaking third-class passengers have cabins of two, four, eight berths of bare boards, it is true, but they are in great contrast in possible cleanliness and decency with the dormitories, or rather pens, in which are confined the Italians, Magyars and Russian Jews.

In these observations, obviously, I cast no especial reflection upon the White Star Line. On the contrary, I am prepared to hear that its treatment of stewards and steerage passengers is even better than the average. I but speak of facts that have passed under my own observation, with some mention of the views relevant to them, natural to one who hopes and expects better things for labor.

My arrival in Liverpool being on Sunday, afforded me an opportunity of seeing numbers of gatherings of men at meetings in the public squares—meetings of a religious or reformatory character as well as for the discussion of grievances. Some other time I may report the specific characteristics of these meetings, but for the present purpose I merely report the fact that the evidence was decisive of the great degree of poverty written upon the faces of the immense throngs which I saw. Men with whom I discussed this matter, and upon whose statements no doubt can be entertained as to their authentic character, informed me that a tremendous mass of the workers are in a chronic state of unemployment—that poverty and misery are rampant, and that the reason for wan faces, tattered clothing, and unshod feet, even on the Sabbath, is to be found in the tremendous number of constantly unemployed workers.

In Liverpool there is a district which has developed into a full-fledged China Town. It covers quite an area of ground, not quite so large as that in New York or San Francisco. Nor, so far as I have been able to learn, are there subterranean habitations. That would not be permitted here. But one feature of Chinese life in Liverpool I have not observed in the United States. That is, it is quite common in Liverpool for Chinamen either to marry or live in concubinage with white women; and on the streets one can frequently see white women carrying their Chinese offspring in their arms, or almond-eyed tots clinging to the skirts of their white mothers.

I shall not pretend that I performed any deep social investigation in Liverpool. One might probably take up months in delving into the records and results of the various movements intended to put flesh upon the bones of Liverpool's poor, whole clothes on their bodies, sound brains in their craniums, and hope in their hearts. I was told that drunkenness has declined—that with improved organization among the workers along the water-front, wages and conditions are not so bad as they were some years ago; that the general scheme of municipal improvements, though costly, has had some good results to the working-class in houses, education, and hygiene. It was clear that the streets were well paved and clean; it could be heard on all sides and read in the local press that the deprived classes were voicing their cry against injustice and in favor of the various projects for the social uplift.

Minor incidents at times possess much suggestion. I was taken with a party by the reception committee to a very modest roadside house about eight miles from the city, where tea was served. When ready, a young man in a bicycle suit opened the door of the sitting room and called to us, "Comrades, tea is ready," receiving applause for his democratic joke at thus dubbing several members of Parliament who were with us. The "tea," which was made up of bread baked in the solid English style, excellent

butter, biscuits, sandwiches, and marmalades, was in all respects as good as any hotel could serve; but the price was only 18 cents per person. "This is our Socialistic co-operation," said one of our hosts; and he went on to relate that his comrades and fellow propagandists from Liverpool, Chester, and other towns as far away as Manchester are wont to gather at this club house, which they jointly operate, and tell one another precious things relating to their cause. He pointed to the portraits of Socialist leaders on the wall, and notices of meetings and other events on the bulletin board. Continuing, he said, "We have a pre-sage of the future. No capitalistic exploiters are growing rich on our patronage. A man or a woman can come here for a week-end—that is, from Saturday evening—and stay until Sunday evening, getting a bed and four meals for less than a dollar." The earnest members of his club believe they are thus promoting socialism, little realizing that the club scheme is entirely voluntary, while a Socialist state would be absolutely compulsory. As we came away, I looked at the red flag floating from a high pole in the grounds, and said, "Your co-operative club-house is a good example of the Socialism I will join with you in promoting."

A reception was given to me in the Trades Council Hall, in Capel street, Dublin, by the parliamentary committee of the Irish Trades Union Congress, and the leading members of the Dublin Trades Council. The spirit of cordiality was all that could be desired; but the speeches, apart from the personal aspect, were on the whole sounded in a minor or pessimistic note. One speaker mentioned the deplorable decimation of the Irish population; another referred to the accepted fact that Irishmen when gathering together do not always see eye to eye with each other;" and a third deplored the slow progress of the labor movement in Ireland as compared with other countries. Much of the distress obtaining in Ireland, I am told, is caused by farmers and land-owners departing from agriculture to cattle raising, numbers of workers being

rendered superfluous by the transition. Fully 40,000 of Ireland's people leave her shores annually; and the census, as well as the apparent workless worker, tells the same tale. . . .

After a Sunday and part of Monday in Liverpool, I crossed the Irish Channel and reached Dublin in the afternoon; re-crossed to Holyhead and visited Chester on Wednesday, spent Thursday and Friday at Blackpool, where I attended the tenth annual congress of the General Federation of Trades Unions. The duties performed by the American Federation of Labor, as representative of our affiliated trade unions, require in Great Britain three national bodies, made up of associated unions—viz.: the British Trade Union Congress, with its permanent parliamentary committee, the Parliamentary Labor Party, and the General Federation of Trade Union. The history of these bodies, the personality of their leaders, and the development at the different periods of their respective stated performances, might make plain their separate existence and administration; but I am not prepared to enter upon the subject too deeply here. The main object of the Federation is to give systematic financial backing to its constituent unions during trade disputes. An annual per capita tax is paid into the treasury of each union affiliated; and in case of unemployment due to a controversy with employers, a weekly benefit in addition to that of the particular union involved is paid. The Federation was formed in 1898, with 43 societies or unions having 343,000 members; and it has now 131 societies, with a membership of 693,998. The treasury was increased every year until the last, on an average by \$50,000 a year. The reserve fund at the beginning of 1908 was over \$800,000. The stoppage in the cotton trade last year brought unemployment to 45,000 members; and this with many lesser disputes caused an outlay from the treasury of something over \$600,000. In all, from March 1, 1908, to March 1, 1909, the Federation dealt with 638 disputes, involving 54,962 persons. The treasury now contains \$370,000

Blackpool, directly north of Liverpool, is the seaside resort of the factory pop-

ulation of Lancashire, Yorkshire and Warwickshire. The place, which has a permanent population of 60,000, is visited by 3,000,000 holiday seekers annually, chiefly from June to September. All its constructive work is substantial. The houses are of brick; the streets are paved with asphalt; the esplanade, which varies from 100 to 200 feet in width, runs 4½ miles along the shore on a bluff 30 to 50 feet higher than the beach. Promenaders often in great crowds are to be seen on it at all hours until after midnight. In the evening the scenes are brilliant with electric light. A steel "Eiffel Tower," 500 feet high; half a dozen theaters; a "winter garden," with all its Luna Park attractions under glass roofs; several roller skating rinks and dancing halls (called Blackpool's Coney Island); a shoot-the-chute, scenic railway, and similar attractions, indicate the methods by which the wage-earners get rid of their appropriations for the outing. It is the custom for the "hands" of the mills in the textile industry to contribute a small sum weekly to a common fund for the "wakes," as they call their vacation session.

Several peculiarities in the Blackpool crowds were striking. As compared with our Coney Island crowds, they were quiet, slow, unanimated. Perhaps 70 per cent or 80 per cent were young people—very young people. Boys from 16 to 20 years of age were paired off walking with the girls who were still younger. This was quite general. Collectively, they were the smallest people in stature I have ever seen in an English-speaking community. Not only was the average height hardly more than five feet; but narrow, bony shoulders, span-width chests, and spindle legs were the rule. A London newspaper man, who walked about with me, and who was making his first visit to Blackpool, was as much struck with the diminutive size of the promenaders as I was. "Nothing like it, even in London, so indicative of physical degeneracy," he remarked. "How flat-chested these girls are; what a slovenly gait the boys have! I venture they don't weigh 100 pounds apiece!" . . . What is the explanation of this stunting of a portion of the English race?

In Manchester I visited the vast warehouses of the Wholesale Co-operative Society. I shall not tire the reader's patience with the long statistical statements necessary to impress on him the truth as to the present status of the society, if he would but read them all. In the last 15 years the increase in the business transacted has been marvelous, the volume in the past year exceeding \$560,000,000. "Hundreds of new societies were formed, embracing hundreds of

thousands of new members and tens of thousands of additional employees." So runs the story.

On the train from Manchester to London I fell into conversation with a young college man from New Zealand, where he had lived all his life; but after some years' experience as a civil engineer, he was taking a postgraduate course in England. I put to him the usual queries as to New Zealand's social experiments. From his replies, the nature of the questions may be easily inferred. They were as follows: "All classes are satisfied with the land policy of the country—the breaking up of the immense estates, through compensation to the owners, with the loan system to the settlers, keeps access to the land continually open; and consequently there is little poverty in the country. The exclusion of pauper immigrants and alien races ceased to pay; and the service, at the same time, is less satisfactory than formerly. The bookkeeping in connection with public enterprises is difficult, as outlays are sometimes not charged up to the undertaking, but to the public treasury. As to compulsory arbitration in trade disputes between employer and employed, it is now unpopular both with the employers and the workers." He cited the now well-known cases of the boot and shoe manufacturers who closed their factories rather than obey the findings against them of the Government arbitrators, and the case of the butcher workmen who were fined or went to jail rather than work on terms which they deemed unjust. In other words, compulsory arbitration in "the country without strikes" has ended in showing itself capable of destroying both the business of the employers and the liberty of the wage workers. I necessarily only repeat the summary of the views of this native of New Zealand of English stock for what it may be worth as a sort of signboard to the reservoirs of further information; but it coincides with the results of the recent observations of the thinkers and doers in the industrial field of the United States.

Smiths.

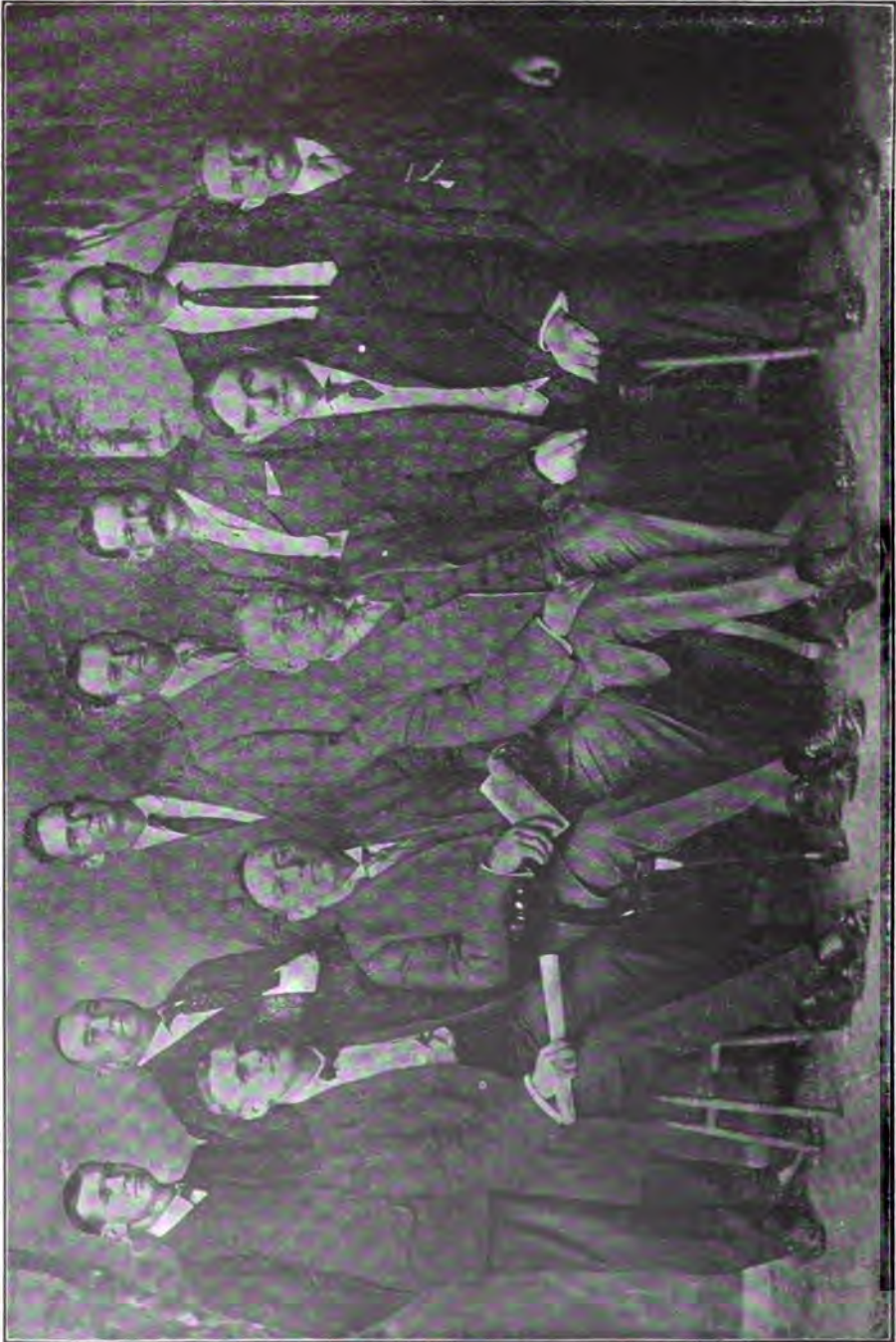
A statistician has estimated that there are 14,000,000 Smiths in the world. At one time a magazine was published devoted entirely to the doings of the Smith family, but it died from lack of support. —*The Pilgrim*.

The Star Chamber.

The "star chamber" was so called from the place in which the court was held in one of the rooms of the king's palace in Westminster. Upon the ceilings were stars, hence the *camera stellata* or cham-

ber of stars. It was of very ancient origin and had excessive powers, but could not pronounce the death penalty. It was abolished by act of parliament in

1641 during the reign of Charles I., but this unfortunate monarch was sentenced to be beheaded from this same "star chamber."—*London Queen.*



SOUTHERN PACIFIC GENERAL COMMITTEE OF ADJUSTMENT AND GRAND OFFICERS OF THE B. OF L. E.
 Top Row—Geo. H. Lowe 690; J. H. Guinn, 84; A. J. Torbert, 197; A. K. Krause, 778; L. B. Miner, 566; A. W. Young, 192.
 Bottom Row—B. C. Morris, 434; H. E. Wills, Asst G. C. E.; M. W. Cadle, Asst G. C. E.; E. W. Hurley, Asst G. C. E.; W. T. Christy, Secretary.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Westminster Abbey.

I have tramped on the noses of kings,
And crossed over dead queens there in dozens;
I have seen flocks of cherubs with wings,
I suppose they were sweethearts and cousins;
As for dukes, lords, and earls, and such,
They were thicker than fiddlers in Hades,
For grim Death, with a life-ending clutch,
Showed no mercy, not even to ladies.

There were numerous trunks without heads,
Where the gibbet and ax were on duty;
Making tenants for cold clayey beds,
Disrespecters of talent or beauty.
Men of genius in scores were around,
Lying closely, so others could follow,
All assigned to that marvelous ground;
'Tis the world's most famous Valhalla.

In their day with what dignified strides
They meandered in halls of great castles!
How they drifted on life's flowing tides,
There surrounded by liegemen and vassals!
Till they came to the end of the race,
And lay down as a beggar reposes,
In this peerless and wonderful place,
Where the visitors walk o'er their noses.

Kings and queens, young and old, grave and gay.
They are all huddled in there together;
Without danger of straying away.
Or a thought have to give to the weather.
'Tis the last tribute fame can bestow,
To be laid there to rest when life's over,
'Neath our feet passing round to and fro,
Where their spirits must certainly hover.

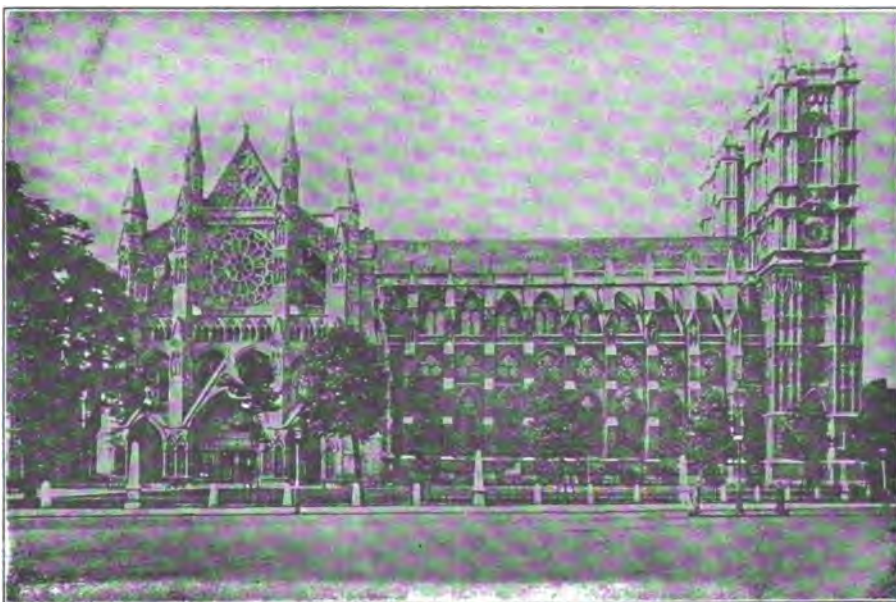
Now, my song has a moral, 'tis this:
"What is fame when your heart has ceased beating?
You can feel neither sorrow nor bliss.
Pain of parting nor gladness of meeting;
If a man has deserved it, give praise
While he lives, and can hear what you're saying,
Ere he comes to the end of his days,
When his thoughts run to piously praying."

SHANDY MAGUIRE.

Across the Sea.

EDITOR JOURNAL: Ere leaving Glasgow for Leeds I went into the post-office and got a letter from Brother Albert Fox, telling me if I arrived at Leeds in the night to go to the Grand Central Hotel, where arrangements had been made for our reception.

We arrived there at about 11:45 p. m.



WESTMINSTER ABBEY LONDON, ENGLAND.

and went to the hotel, and found it a splendid hostelry. The weather being damp and chilly, we had a fire made in the room, and while we were taking a lunch the genial rays of a heat-producing one had a gentle warmth in it in short order.

Breakfast being served about 9 over in that country suited us, and we were ready to satisfy our appetite. After breakfast I went to No. 8 Park place, and on my request was ushered into the office of Brother Albert Fox, the presiding genius; and from description of him I sized up a man about 45 years of age, with the silver threads of age mingled among the gold adornments of a head carrying a face of intelligent thought and benevolent expression, and I felt when I extended my hand and said, "Shake, Brother Fox!" I had the right man, and the steel-vise grip I felt a second later confirmed my surmises.

He immediately abandoned all business, which was piled up on his desk, and devoted half an hour talking with me about America in general and our "powerful B. of L. E." in particular; and he displayed a knowledge of our Order that was certainly very gratifying to me to hear. Occasionally a glow of enthusiastic delight would suffuse his transparent features, as I in a crude way explained to him how many Waterloos our foes had met with in the years gone by. When he referred to our Grand Officers it was with a sincere regard, and a thorough and familiar knowledge of the prominent characteristics and labor-leading qualities of Brothers Stone, Prenter and Salmons. Rising from his seat and taking our JOURNAL from a pigeonhole overhead, he pointed to the editorial, "The Confessions of a Signal Man," saying, "I would feel honored to be able to shake the hand of the man who wrote that philippic at a blatant slanderer."

He then accompanied me back to the hotel, where he met my wife, and notified us Mrs. Fox would call on us in the early afternoon. Promptly the lady came, bringing with her a big load of sunshine, which did more to cheer us up than all the nostrums which could be prescribed by all the medical doctors in England.

Remember, I had lost my health. I had always been a robust man—one who never feared physical labor—and I supposed that I could never hope to regain it. I made a request to be retired from my position of roundhouse foreman, a position I held for 32 years. At the Columbus Convention of 1908, as I faced the multitude, I found my voice fail me, and I seemed to be growing stupid as I continued to talk; so I made my departing bow and resumed my seat, giving way to the next person at the public opening exercises of the convention. From that time till the end of October, the time I gave up, I became worse and worse with stomach trouble, and defying the skill of three doctors to do me any good. One of them told me to go to Ireland and I would be all right. I wrote to Brother Spencer of Liverpool, a member of the Associated Society of Engineers and Firemen of Great Britain, with whom I had an acquaintance of several years through letter writing to each other. I also wrote Brother Fox, and they both advised me to time my visit so that I could be with them at their triennial conference in May. I did as they requested. I was not improving in health. I threw physic to the dogs, and as a few dead ones were found convenient to my house it is to be supposed they got it, took the dose as prescribed, and lay down and died, with myself running a close second. I expected great results from the ocean voyage, but got left in my expectations. I had a couple of clergymen who worked zealously for my spiritual welfare going across, but who would do nothing for the physical end of me, and I was forced to tell them I'd try all the doctors in Great Britain before giving up the ghost; and when Mrs. Fox entered our room she scattered more healing qualities in a half hour's talk than all the clergy and medicine-dispensing doctors did from America to Leeds. Her genial personality had health-restoring nectar in it, and we two poor ailing victims quaffed it with a gluttonous appetite, particularly when riding in an auto with her for a companion, among others whom I forgot, out to Kirkstall Abbey, as observers of what a cemetery was several hundred years ago,

instead of going there to contemplate what I was approaching rapidly.

On the next day, May 15, accompanied by Brother Fox and several other Brothers from Leeds, including Mrs. Fox, we were taken to Liverpool. Brother W. S. Carter, president of the B. of L. F. & E., with the Liverpool committee, was in the station awaiting our train's arrival. I met Brother Spencer there in the flesh for the first time and I was proud of his acquaintance.

Brother Carter was an accredited delegate from his convention to Leeds carrying the resolution of its wishes for the welfare of the English Brothers, and fraternal congratulations through their representatives from all over the American continent; and, to the everlasting credit of those big, hospitable English, Scotch and Welsh Brothers, be it said, I was treated with the very same courtesy by them as was Brother Carter.

In good time we made Liverpool, after a most pleasant ride from Leeds. After we stepped out of the carriage, as they called their coaches, it was the same old story of introduction to Brother So-and-So, and the same vise-like grip of greeting from the same old noble-hearted throttle-bar manipulators that we so often experienced at home. We were soon hustled to one of several autos in waiting and, regardless of speed rules, we were whisked to the Adelphi Hotel, and found ourselves surrounded with faces we saw wreathed with genuine hospitality and most thrilling salutes of welcome to the soil of old England.

At luncheon, a couple of hours later, I said to the companion of my voyage, "Say, this is fine!"

She replied, "Be careful and don't overload your stomach."

"Why," said I, "I could eat a dromedary and the nectar of the smiles of welcome which I see on the faces of the Liverpool committee would act on me like a bowl of ambrosia, which the gods would send me down to top off with from their celestial larder."

That same evening in the Bee Hotel we sat down to a banquet which we never saw surpassed. It was given to honor the coming of Brother Carter and my-

self, and I kind of remotely guess I got as much as they gave him. .

The chairman of the meeting was Mr. W. W. Rutherford, M. P., who two years ago was the Lord Mayor of Liverpool, and having the presence of such a distinguished chairman will tell you how much is thought of the members of the Associated Society of Engineers and Firemen of Great Britain.

A talented program was in waiting to memorize our visit, which proved to be "a feast of reason and flow of soul;" yet, ere its commencement, as is the rule at every gathering of a like nature over there, the meeting commenced with the toast of "The King," response by the chairman. After a solo, then "The President of the United States," and I had the response.

Angels and ministers of grace, defend us! I wouldn't face such a cheering, singing, screaming crowd again to be rewarded by changing places with the king. I'd rather face a bombardment of cobblestones. After about five minutes' hurrahing, I tried to make a beginning and to say a few words of greeting coming from the B. of L. E. of America, and all I could do was to name the initials of our Brotherhood when another great big cheer was started and another ocean of sound rolled skyward at the request, "Three cheers for the great Brotherhood of Locomotive Engineers of America!" only ceasing with the singing by the multitude of "Clasp Hands Across the Seas." After the tornado of fraternalism had spent itself, I said:

"Ladies and gentlemen: There is method in your madness here tonight. You put me out first to face the multitude the same as a lamb is led out to the slaughter, so you could get some of the fraternal regard exhausted on me which is unlimited in your bosom, making a comparative calm for Brother Carter to deliver his address."

That's where I made the mistake. He got it also right in the gizzard, and the like of it he never faced before. Of course, before I sat down I thanked them as best I was able for the exhibition of the friendly feelings they displayed for the B. of L. E., and that I would let it

be known all over the American continent on my return.

Ere the close of the meeting "herself" was called on by the chairman "to kindly honor them with a few words." The mention of the name brought another big round of applause, but no speaker, until I gained my feet and kindly asked her to close her eyes on the audience and to fancy she had me up for punishment in the audience chamber at home, and she could deliver a rattling oration. After I sat down she managed to thank the crowd for giving her the time of her life.

At about 10 the next morning, in three autos, we did Liverpool grandly, also the suburbs. We saw the Liverpool Seamen's Orphanage, for which all passenger-carrying ships give concerts under British flags, to help the orphanage along. We saw the inside and outside of Sefton Church, which has a history; but, as I did not leave home to go around communing with dead tenants who were turned into saints, we neither prayed nor questioned a recital of the history of the place. We made a circuit of a big lump of country, and were piloted back through Blundell woods. On this same evening we attended a meeting of the Sand Hills branch of the Order, and it was the same old story of roof-raising cheering for the two cross-sea Orders.

The next morning we visited the Liverpool Technical School, and left there to meet the Lord Mayor of the city at a given time.

Oh, but he was a thoroughbred! His name was Challoner L. W. Dowdall, and he was on the sunny side of 30, and as magnetic as a whole electric light plant. After he led us through the mammoth building and showed us the guest chamber where the queen presided on her visits, he steered us into another chamber where "good stuff" was kept in abundance. He ordered it on and he poured out for the crowd. Then "The King" was the first toast, and down she went. Then "President Taft." That was soon stowed alongside "The King" in our stomachs, mine being soft stuff.

We parted his lordship with reluctance, and some of us expressed the hope that

before he'd die he'd be made a duke, a marquis, or a king, all of which places he could grace with as much dignity as if he wore the purple from birth.

Our next move was a trip to Formby to the generating station of the Lancashire and Yorkshire Railway. The railway runs along the renowned docks of Liverpool, and our eyes were almost blinded with all they had to view.

Our next place was Port Sunlight, piloted there by Brother Griffin of the Birkenhead Branch, our route lying under the river Mersey and, oh, gracious mercy! although we saw nothing but a modern underground railway, we did not fail to remember that we were under one of the world's greatest rivers, if not the greatest.

At Port Sunlight we were photographed and I am sitting beside one of England's handsome women, Mrs. E. S. Spencer, wife of an old friend, and Bro. Carter is associated with another lady of beauty and benevolence, Mrs. Albert Fox, wife of the Secretary of the Engineers and and Firemen's Organization.

From the Inn we went to Leven Brothers' soap making establishment and viewed a place erected and carried out in a spirit of the broadest philanthropy and profit-sharing conditions. We dined there and did not forget the king or his illustrious family to whom we were as loyal as if English born. Why wouldn't we—living on the fat of the land and nothing to pay for.

I leave Liverpool now for Leeds, where I'll meet you next. SHANDY MAGUIRE.

(To be continued.)

Violation of Obligation

COLUMBIA, TENN., Sept. 21, 1909.

EDITOR JOURNAL: In looking over the September JOURNAL I find that eight Brothers have been expelled for violation of obligation. A feeling of sadness comes over me when I read that a Brother has violated his obligation.

Brothers, did you ever stop to think what this means? These Brothers stand dishonored before God and the Brotherhood.

The intention of this article, however,

is not to call attention so much to these, but to the proneness of each and every one of us to infringe on our obligation.

It is not an infrequent occurrence to see Brothers at daggers' points, so to speak, bemoaning and saying all manner of evil about each other.

How often do we hear Brothers and non-Brotherhood men, firemen, conductors, brakemen, discussing private affairs of the Brotherhood and, no doubt, the officials of the railroads are often aware of things that transpire in our Division rooms.

Brothers, this ought not to be. What is the cause of this state of affairs? Is there a traitor in our midst? No. It is often some of our most loyal Brothers who thoughtlessly or through ignorance of our obligation carelessly infringe upon it. Now, if they were familiar with all it embraces they would not violate it for their right arm.

Brothers, our obligation is the very foundation—the tie that binds us into one grand Brotherhood all over this broad land of ours. Without it our Order could not exist. In my opinion our laws are deficient in that some provision is not made whereby each and every member shall become familiar with the obligation he has assumed.

Solomon says: "Train up a child in the way he should go, and when he is old he will not depart from it."

Our candidate, as a usual thing, is in a nervous and excited state of mind when he assumes this solemn obligation, and does not remember what he has obligated himself to do or not to do; and it is possible he does not hear it again in years. Is it any wonder then that our obligation is violated daily? Our laws are in a measure responsible for this.

Let our G. I. D. at the next convention formulate and enact laws requiring that every candidate initiated into this Brotherhood commit the obligation to memory, and in a reasonable length of time thereafter recite same in open Division to prove his efficiency.

For the benefit of our present membership I would suggest that the Chief Engineer of each Subdivision be required to have the obligation read aloud

in open Division at least once a month until every Brother becomes familiar with it.

I long to see the day when every member of our Order will be as familiar with the obligation as the average man is with the Lord's Prayer.

Then, my Brothers, I predict that these infringements will cease, the list of expulsions will decrease, peace, harmony, and brotherly love will prevail, and our grand old Brotherhood will take on new life and flourish as never before.

Fraternally, A. B. FALKNER.

Representation—Conditions in the Future.

FOND DU LAC, WIS., Oct. 12, 1909.

EDITOR JOURNAL: I see Bro. H. E. Bradford of Div. 23, and M. J. Dooley of Div. 95, revive the question of reducing representation of delegates to our biennial conventions—a very good subject.

I have said a great deal on this question. I consider it a vital one.

In reading over Brother Bradford's article, I cannot quite understand it, but I do Brother Dooley's, and wish that every member would read it, as I believe it as perfect as it can be made at the start. Would like to see it become a law. I think it the fairest proposition before us. Something must be done, and I believe we ought to try it.

Brother Dooley in the October JOURNAL tells you where his plan can be found; and I advise all to read it. Judging it impartially as I am able, I believe it is well if we adopt it; or, if you like, let someone improve on it if he can. Let him try.

I would also call your attention to page 900, October JOURNAL, the caption "A Business Organization," as I wish to say something regarding the engineers' pay and conditions in the future; but now I wish to say this shorter day and less miles per day is what we must start in with, even at the sacrifice of our monthly paycheck, if we would accomplish anything.

I can hear the cry, "Crack! Fool!" etc., but every man that ever thought of something to benefit the human race was

pronounced a crank, and I am willing to stand all of that if it will only bear fruit and increase our pay per day or mile to what it ought to be.

With best wishes for the Order, I remain
Fraternally yours,

J. F. FREENOR.

Subdivision No. 552.

GULFPORT, MISS., Sept. 21, 1909.

EDITOR JOURNAL: For fear some of your readers will think Subdivision 552 extinct, I will send you a short communication to let you know that we are still numbered among the favored few, and I mean favored in its broadest sense, because we are located midway between New Orleans, La., and Mobile, Ala., on the Gulf of Mexico, where the fresh salt breezes fan our brows during the day, keep us from suffering from the heat of old "King Sol" and give us refreshing sleep at night, thereby fitting us for our runs on the following day.

Our road is from the Gulf to Jackson, Miss. (the capital of the State), a distance of 160 miles, with several branch lines. Both branches and main line run through fine timbered lands, which of course is a great source of revenue to the road, and we have a fine harbor here at Gulfport, vessels from all other ports coming here for cargoes of our long-leaf pine lumber, 12,000,000 feet having been shipped from here during the past year. We feel that we have the best all-around officials to be found anywhere, and I think I can truthfully say that there is perfect harmony between officials and engineers of the road.

If we could only solve the problem of stock killing, we would feel that we had overcome a source of danger to ourselves and a great loss to the company.

The Gulf & Ship Island Railroad is owned by Captain J. T. Jones, a fine gentleman as well as financier; one that is termed "self made," who came from Pennsylvania a few years ago and with his business instincts fully alive to the possibilities of a great port and revenue by invading the pine forests a few hundred miles, went to work with a will, in perfecting a channel and basin for the

accommodation of ocean going steamers, while a large force was extending branch lines in different directions.

The Government has relieved Captain Jones of the responsibility of keeping up the channel and basin and has made a very generous appropriation for its maintenance, but the brain work and worry attendant on such an important business, where millions were invested, has undermined his health to such an extent that the doctors have persuaded him to take a complete rest from business, and he is now in Germany recuperating, and spending a well-earned vacation, but he has left a fine substitute in the person of his son, Mr. J. A. Jones, of whom we believe the business world will hear great things in a few years, for he has started in the right direction by inspiring his employees with perfect confidence as a friend as well as an employer.

At one of our regular meetings not long since we invited Mr. Jones to be present with us. After the secret work of the meeting was over he was admitted to our Division room, and gave us a nice talk in which he stated that he was pleased to have the opportunity to meet with his engineers and said that he hoped the friendly relations now existing would be cemented still closer by making our interests the same. Kind words are never lost, for since our new vice-president gave us that brotherly talk we feel a greater interest in our work, as we believe our responsible position is fully appreciated by the company's officials.

The Chief Engineer of the Division made a fitting reply, and all hope that Subdivision 552 will have the pleasure of again having our first vice-president, Mr. J. A. Jones, honor us with his presence at some of our future meetings.

Hoping that the harmonious spirit will be cemented closer, if possible, I am

Yours fraternally,

CHAS. BARNARD.

Higher Rates of Pay Justified.

ST. JOSEPH, MO., Aug. 6, 1909.

EDITOR JOURNAL: In the September JOURNAL I see an article under the heading of "Conditions Present and Past,"

written by Bro. J. F. Freenor. I have also read previous articles from this Brother on the same subject and, as I have given considerable thought to this matter, I would like to submit a few lines to the columns of our JOURNAL to substantiate Brother Freenor's claim that we are underpaid for the work we do now, as compared with a few years back. As a comparison of our pay schedule in effect in 1902 for four-wheel connected engines carrying 145 pounds of steam, as against the largest engines in use on our divisions at present: In 1902 on our north division we got \$9 for a round trip of 224 miles on freight with our light engines, and hauled about 900 tons. At present we are hauling over this same division 2,740 tons with our largest engines, for which we receive \$12.

On our south division on round trip of 124 miles we used to haul about 900 tons with light engines and received \$6.30 per round trip. At present over this same track with our largest engines (with the exception of two regular runs) we are compelled to make the round trip a continuous or turn-around trip, tonnage 2,740 tons, for which we receive \$6.10, 20 cents less than we used to get with light engines.

This may seem incredible to some of our Brothers but, nevertheless, it is true.

Of course, it will be seen that our tonnage is over three times what it used to be, while our increase in pay is 25 per cent; and when it comes to living expenses of today in comparison with a few years back, no wage-earner needs to be told what the difference is, and the end is not yet in sight.

As Brother Freenor says, let the 16-hour law look out for itself and let us get together on an increase in pay. For my part I cannot see why we should be expected to work twice as long as the carpenter, the plumber, the brickmason, and many other tradesmen whose occupations have not the danger or responsibility that our calling has.

With best wishes to my Brothers and the Order, I remain,

Fraternally yours,

MEMBER DIV. 107.

Not Too Many Delegates.

CHICAGO, O., Oct. 7, 1909.

EDITOR JOURNAL: I cannot agree with Brother Bradford of Div. 23 in his outline for delegates to the G. I. D. convention. First, this organization cannot afford to put the affairs of our conventions in the hands of the one or two man power. Second, the prestige that a full representation makes on the general public at our conventions is of vital importance to the Order. Don't let us keep it down for the small pittance of a few dollars.

The B. of L. E. is built on principles so strong and solid that none can tear it down. Then, don't let us as members of this grand old Order even lay the smallest pebble in its upward flight, but rather give all of our best efforts to still raise it higher.

Second, I agree with the Brother that the expense of the delegates should be borne by assessment on all Divisions pro rata, according to the membership; thus giving the small Divisions an opportunity to be represented in our conventions, some of which have so small a membership that they cannot afford to send a delegate.

I do not approve of a delegate casting a vote other than for the Division he represents. My reason for this is that while there are some that would look to the interests of the Division that they might represent by proxy, there are others who would not. In other instances he may be instructed to vote on certain measures by his own Division that would not meet the views of the Division he is representing by proxy, thereby placing him in a position hard to solve.

Now Brothers, let us all pull together and get in closer touch with one another, and I don't know any better place to do this than at our conventions. You meet the Brothers from the far East and West, and the North and South and middle are represented there also; and let every Brother that can get away and can meet the expense be there to mingle with the delegates and our Grand Officers, and by so doing you will be in a better position to judge of the merits of the best organization in the world.

It may awaken some of you to the realization that there is something for every Brother to do in keeping this noble Order moving and ranking first among all labor organizations.

Take care of the Order and it will take care of you at all times and under all circumstances. Don't think and say, "I'm all right. I pay my dues and assessments when they are due." That does not fulfill your obligation, by any means. Every member should be present at every meeting of his Division and give his views and counsel to his Brothers. That is the way to get the opinions of every member of the Order, and when your delegate goes to the convention he is in a position to voice the sentiments of his Division. Do not say that Brother So-and-So is running the Division. "They don't need me."

My Brother, if Brother So-and-So did not run your Division, who would run it? Not you—simply because you do not attend. In that case the Division would have to run itself or go by the board. Do not think that any one or two of the Brothers are running your Division. If they are it is your fault and not theirs. You have the same voice and vote, if you are in good standing, as any Brother, and I say don't let any two or three Brothers run your Division. Get there yourself and let them know that you are going to take a hand in running the business. They won't object in the least.

Don't let us cut our representative body at our conventions, but figure to get as large a representative body as we can. This Brotherhood is not going to take the bankrupt law—not for a while yet, at least.

Brothers, don't you know that the managements of the railroads have their eyes on us and know about what percentage of the membership attend their meetings, and the interest that is taken in the meetings?

If an official should see two or three members on meeting day go into their hall he figures that Division is about ready to go under, and comes to the conclusion that they are not very strong. He says, "I don't need to pay much attention to those fellows." But, on the

other hand, if he sees 20 or 30 members going to their meetings every meeting day, he comes to the conclusion that there is a lively interest in Brotherhood affairs.

Now, let all Brothers attend meetings as often as they can. Don't allow some trifling engagement to keep you from your Division rooms on meeting days. Go and mingle with the rest of the Brothers and hear their views on all matters pertaining to the welfare of the Order, and after you get started you will take an interest in the work of your Division and won't stay away when you can possibly get there. Some say they get up there, meaning the Division room, and "chew the rag. That is about all they do." My Brothers, that is the method that was used to form the constitution of the greatest country on God's footstool, the United States of America; and "chewing the rag," as the slang words mean, was the direct cause of forming one of the greatest labor organizations. So, come to your Division meetings and "chew the rag." Get in touch with the topics of the Order and see how much your presence will add to its elevation. Yours fraternally,

G. K. BELL, Div. 522.

A Friendly Tip.

LINCOLN, NEB., Oct. 1, 1909.

EDITOR JOURNAL: It is the duty of every member of the B. of L. E. to familiarize himself with the laws of the Order. A copy of the By-laws will be furnished any member who desires one by every Subdivision, and ignorance of the law excuses no one. The laws of the Brotherhood require nothing impossible nor even unreasonable; each member may be a good member if he will but heed the fact that the Brotherhood, being made up of individual members, is what we make it. The evil influence of a poor member must necessarily be overcome by extra effort on the part of the loyal one; if all members did their duty the burdens would be more equally borne, the results marvelous, and the benefits lasting and general. Will you not try to do your part?

Remember, your membership is appreciated and of value in proportion to the interest you take in doing your duty.

Remember, that the law requires active members to attend the Division meetings at least once in three months, unless excused.

Remember, that members who refuse to attend three consecutive meetings on account of personal differences may be expelled.

Remember, that members in arrears for dues for the space of three months, or assessments for thirty days, are deprived of *all* the benefits of the Order; a delinquent member cannot have his grievances taken up by the Local or General Committee, he cannot be admitted to the Division meetings nor secure a traveling card, and is besides liable to expulsion.

Remember, that a member who has failed to attend Division meetings for three months, unless excused, is likewise denied all the benefits of the Order.

Remember, that members must keep the F. A. E. informed of their address; failure to do so subjects them to expulsion.

Remember these and other important laws and avoid their penalties.

Fraternally yours,
H. WIGGENJOST, F. A. E. Div. 98.

Discipline Without Suspension.

PITTSBURG, KANS., Oct. 7, 1909.

EDITOR JOURNAL: While reading the October number I was attracted by an article on discipline by Mr. Daniel Willard, vice-president of the C., B. & Q., which interested me very much, as it is a subject that, in my opinion, deserves the thought of master minds.

The matter of discipline, as it has been enforced in the past, has been far from satisfactory, as evidenced by the fact that the heads of so many great systems have adopted the Brown record plan and other manner of punishment for mistakes on the part of employees.

It is plain that many of the brilliant minds of late years who manage our great railroads realize that the suspension of their employees is, in a manner,

only a way to revenge themselves on an unfortunate employee, and possibly, whose family are the real ones to suffer for real necessities; and it is many times the cause of throwing the despondent employee who is idle for 30 or 60 days into company and places never frequented by him before. Therefore, the systems that keep men at their duties and at the same time make them feel the stigma of having disobeyed some vital rule of their employers would seem to have the better plan; and this is a subject of serious consideration on the part of conscientious men who have in charge the discipline of the high class in train service.

It is only a matter of time until there will be evolved some plan of discipline that exactly suits the conditions, and some brilliant mind in the future will enforce what will be deemed a new departure, consisting of a graduated manner of discipline, and no doubt prove a success from the standpoint of the officials, as well as employees, and still be strict government.

It is well known that the dispositions of men are not alike, and that the conditions surrounding the individual are often far different; for instance, one employee will receive the notice that he is suspended for 30 days and he puts the letter in his pocket with a careless air, says to some of his mutual friends that he has just struck a piece of good luck in receiving a sentence of 30 days and is going home to tell his wife to get ready to go to the fair or home on a visit to her mother and that he is actually glad to think that he will not be obliged to suffer during the hot August sun or the storms of January, as he has been working quite steadily for several months and needs the rest.

Another man may receive notice of his suspension, read the contents of his letter from the superintendent, tears come to his eyes; he probably hurries away to keep his associates from noticing the tears when he realizes what it means to some little one at home and the kind mother, who no doubt has been planning what a happy Christmas is in store for the sufferer that has been sick and bed-fast for months.

It is not hard to imagine the difference the same kind of letter has on the two employees owing to the condition of their families and those who are dear to them.

Some men are far more sensitive as to their standing with their employers than others, and my experience has led me to believe, that as year after year passes by with a man who holds a responsible position, his desire to do his work to the perfect satisfaction of his superiors becomes stronger, and that if he, after long service, should make a mistake, the thought itself would haunt him, and his conscience would punish him far more than an order to pull him out of service for 60 days or twice 60 days.

My idea is that precedent should play no part in the discipline of men, but each individual case should be taken into consideration on its merits by an official of mature experience and absolute fairness. Then, setting aside the spectre of strict discipline by rule and precedent which constantly comes to the mind of the official (in the fact that he thinks he should treat all employees alike) he would take the old trusted employee into his private office, ask him for a truthful statement surrounding the cause of his trouble, give him a kind talk and tell him to go out on his run the next day.

I think it can be readily seen that such treatment would make any man with any feeling of pride do his very best to merit the good opinion of the officials of the road, and would be a much more dreaded ordeal than the 30 days by letter.

It is true this kind of treatment might not work satisfactorily with all men, but I believe if the officials reserved the right to consider each case without regard to another, and give each offender consideration according to his past services, with the understanding that dismissal would be the result of repeated occurrences, not only would the employees be the gainer in the net results, but the officials would be free from handicap in giving a meritorious employee the benefit of his previous good conduct.

There are several things in the set rules which are maintained as discharge-

able offenses, and employees guilty of them must be given a discharge check, though often they are given another opportunity and reinstated.

This would not be necessary if each case were given separate consideration, for many times an old man has received his sentence at the hands of some official whose hair has turned as silvery as had those of the old fellow whom he had just given his time, and who he well knew could not be replaced by hiring or promoting. Still, the constant word of dischargeable offense was forced upon him by the rules, and not only did the company lose by the transaction, but the man who had worked hard for years lost a much better position than would have been the case had it occurred 10 years earlier and, therefore, the same sentence means a vast difference to men under different circumstances.

My idea is to give the officials the privilege without protest of dealing with each case separately on the merits of the one at fault, giving him the benefit of past good services, and also be considered by one of the officials of mature experience and fairness.

It is well understood that employees with any degree of success in their past have been called on at times to protect their employers' property under adverse circumstances, such as storms and cold and fire, often in the coldest of winter nights, and if there was the slightest trace of carelessness or malicious negligence they would have given up under those circumstances.

Any man deserves consideration who is true to such a test, even if he does cause some trouble by an oversight.

While it might not be found advisable to do away with the suspension plan entirely, it would be far better if reduced to a minimum. It would bring about an effort of each employee to so establish his standing with his officials that, should he ever see it, he would be given the lenient treatment his past merited, and he would not make some sullen remark whenever he saw the superintendent's special car pass.

Fraternally yours,

G. G. SMITH, Div. 527.

Engineer's Duties.

"Duty" is defined by Webster as that which a person owes to another.

The purpose of this paper then will be to call your attention in as brief a manner as possible to what the writer considers the engineer's duties, or what the engineer owes to himself, to the company for which he works, and to the Brotherhood of Locomotive Engineers' Division of which he is a member.

First: The engineer owes it to himself to look well to his personal habits and health and sufficient rest. In fact, being physically and morally well, will keep a man in condition to grapple with the hardest problems and perform the most arduous tasks. And he must bring to his work a mind entirely unpreoccupied with thoughts of work or worry along other lines, thereby being clear and alert to the more important duties at hand. All this he owes to himself.

The engineer's duty to the company or corporation which employs him might be covered by the one word, "Fidelity." His paramount ambition should be to give an equivalent for value received. Keeping in mind that fidelity to the company's interests is one of his natural duties, and that he will do his work with skill and carefulness, thereby reflecting credit upon himself and the Order of which he is a member.

If he has done his best no one could do more. So, it behooves the engineer to give his very best effort at all times, remembering that "well begun is half done," and that "the best is not too good" in relation to his services to the company. Then in case of error, and no man is infallible, when the company is convinced that the man has acted to the very best of his *ability* they will show a disposition to deal leniently and fairly with him.

The engineer's duty to the Brotherhood and Division of which he is a member consists, not only in keeping up his dues and assessments and presenting perhaps a personal grievance occasionally to be adjusted, but in showing at all times an interest in the work and welfare of the Division by his presence at meetings,

and by his counsel and advice, giving personal assistance in keeping up the interest and thus promote the influence of the Order. The Brotherhood man who adheres conscientiously to the principles of this Order, "Sobriety, Truth, Justice and Morality," is essentially the man who gives the best service, and for these very good reasons:

He will be "sober" in the general sense, abstain from intoxicating liquors, be sober-minded at all times, temperate in all things, exercising calm judgment; in fact, a man in his sober senses; he will be a man of veracity. Knowing that it is only human to err, he realizes that a frank acknowledgment of a fault is the best policy. He will be an advocate of Justice, which will help him to weigh well all matters, give fair, dispassionate consideration to both sides of a question. And last, Morality should be the crowning principle in the character of the Brotherhood man and engineer.

The employer and the employee have awakened to the fact that they owe a duty to each other; that they are interdependent one upon the other, and that today the proposition faces them of united to stand or divided to fall, and that the trend of present hostile legislation, which if continued would work to the detriment of railroad interests and the employees as well; so every railroad employee will perform a duty in his own interest in reading up and posting himself on the issues of the day and proposed legislation which might in any way affect the mutual interests of his employer and himself.

Faternally yours,
W. E. CHITTY, Div. 644.

Conditions 50 Years Ago.

NEW YORK CITY, Sept. 8, 1909.

EDITOR JOURNAL: It is long since I have said anything in the JOURNAL, and perhaps what I say now will not be received with favor by all who read it, but I am impelled to revive long past bygones by the frequent complaints I hear, and sometimes read of in the JOURNAL of "unfit power," "scrap heaps," etc. No doubt some of these complaints have good foundation; how many, as I am not

in active service, I have no means of knowing. I can only revert back to conditions as they existed some 50 to 60 years ago.

At that time the Philadelphia & Reading Railroad and the Baltimore & Ohio were the only railroads of any importance as freight carrying companies in the country, and conditions on both were about the same. Being more familiar with the P. & R. R. R., I'll take that for an example.

There was one passenger and one freight train each way on every week day, and 9 to 12 coal trains every day up and down.

Passenger and freights ran on a timetable, and when not detained by wrecks of coal trains, were good jobs. Once over the road 93 miles, called 100, was a day's work. Engineers' pay graduated from \$2.50, \$2.70, \$2.90 to \$3.00 a trip. Any coal train trip made between Schuylkill Haven and Falls of Schuylkill within 12 hours, or vice versa in 14 hours, cost per car, one-half cent to engineer, one-quarter cent to fireman and conductor. All coal train firemen on wood-burners in coal train service were paid \$1.50; on coal-burners \$1.45 per trip; and two firemen on each coal-burner. Latterly, one fireman was taken off.

The engines were 18-ton; 6-wheel connected, 15x20 inch cylinders; 46 inch wheels; steam pressure, 100 pounds; train, 76 loaded 5-ton cars, 81 empties.

The 8-wheelers were 15½x20 inch cylinders, 22½ ton; 46-inch connected wheels; 100 pounds pressure; 85 loaded; 90 empties was a train.

Eight-wheelers were allowed 8 cords of wood, 8 quarts of sperm oil, costing from \$2.50 to \$3.00 per gallon per trip of 100 miles; 6-wheelers, 10 cords of wood, 6 quarts of oil per trip. In addition to the sperm oil, each engineer could have all the "black oil," coal tar and sperm oil mixed, for his axle boxes and tender; also 6 pounds of tallow for cylinders.

There was a premium paid to engineers and firemen on wood or oil saved out of these allowances. There is only a record of one man winning any premium.

In after years when coal was the fuel, engines 18 to 19-inch cylinders weighed

40 to 60 tons, hauled 150 to 175 5-ton loaded cars for a train. Natural or manufactured black oil was used on engines, 2½ quarts allowed for entire engine except cylinders.

J. E. Wootten, then master mechanic, had several thousand dollars set aside to be paid in premiums to engineers and firemen on all oil saved from their allowance during the year. Nearly all got something; many between \$50 and \$100.

To get back to the scrap heap question: For some reason the engines in those early days did not last long or do much work between shopping, four to five months making from 400 to 500 miles per week, and to shop for hours, *jacked up* and *overhauled*. Enginemen scarcely ever drew over \$50 per month.

A bunch of engineers started in on a trial to see what they could do. Bill Schrier, George Ginnivan, Tom Rop, Otho Fields and Gad Lyman are some of those I can recall to memory. Gad Lyman won out with nine months' service out of main shop. These men all went to the Erie road.

A promoted fireman was sent to Palo Alto to bring a condemned engine to shop for repairs. Power being scarce he had to keep her in service over two months on coal train. It required constant use of mahogany sawdust inside of boiler and copper plugs in flue sheet to keep water up. When this engine was taken in and rebuilt, another one of the same class and in about the same condition fell to the lot of the same young runner who held her in service for over three months without losing a day except for want of cars.

Another similar case occurred with a different man, newly promoted, and on his first trip as an engineer. A coal train engine arrived at Palo Alto with a full train of cars. The engineer reported her unfit for service and refused to take her out. Engine was shopped for a general overhauling. The newly promoted man was sent to Palo Alto to bring her to Reading shop. Loads being in excess of the power, the dispatcher put a crew on her and gave her a train, sending word to have her taken off at Reading. There being no engine to relieve

her, she had to take train to Richmond. Next day she was sent with a train up the road, and no relief being there, had to go through. This young runner reported the engine in good shape for service and kept her at work for more than six months, never losing a trip except for want of a train.

The instances I have given are to me a verification of the old saying, "*I'll try will move a mountain. I can't won't move a dust heap.*"

Fraternally yours,

E. J. RAUCH, Div. 145.

Bro. H. T. Wallace, 1863-1909.

AUGUSTA, GA., Sept. 30, 1909.

EDITOR JOURNAL: Having frequently read in the JOURNAL of the magnificent record made by many of our older Brothers, and feelingsure that that of Bro. H. T. Wallace will be read with much interest by his host of friends and Brotlers, I take great pleasure in furnishing the following tribute:



HENRY T. WALLACE.

Bro. Henry T. Wallace, of Buckhead, Ga., has had a remarkable career as fireman and engineer of the Georgia Railroad. He began service with the Georgia Railroad as fireman Aug. 3, 1863, and was promoted to engineer on Nov. 20, 1869. During the period from Dec. 22, 1873, to Jan. 15, 1907, he pulled the same train. Brother Wallace has been in the service of one road for 45 consecutive years, 39 years of this period serving as engineer. During all this time he has never been before the officials for any violation of rules, has never been suspended for a day's time, and now, at the age of 64, he is daily running an engine of a passenger train, making the round trip between Buckhead, Ga., and Augusta, Ga., a distance of 192 miles.

The remarkable record which he has made, as well as the degree with which he has retained his health and faculties

through the long years of service, is a source of great satisfaction to his host of friends and acquaintances along the line and throughout the entire state.

Brother Wallace joined B. of L. E. Div. 131, the first that was ever organized on the Georgia Railroad, in August, 1866. Sometime later Div. 131 disbanded and Div. 323 was organized. Brother Wallace joined Div. 323, of which he is still a member.

Brother Wallace fired the engine that pulled the Confederate President, Jefferson Davis, from Atlanta to Augusta, after he had been captured near Macon, Ga., by the Federal soldiers in 1865. He counts this the saddest day of all his railroad life. His train was running extra, and was not allowed to take a side-track or to wait for regular scheduled trains. The regular trains had to be stopped with red flags. The Federal soldiers threatened to kill one of the regular engineers because he refused to get out of the way, but the trip was made without any accident.

Brother Wallace is a consecrated Christian gentleman, and through all the years has remained steadfast and true to his church and its work. Perhaps no man on the Georgia road has exerted a wider or more healthful moral and Christian influence than Brother Wallace. His example as an engineer, citizen and Christian gentleman is worthy of emulation by all of his fellow-workers.

R. L. PALMER, C. E. Div. 323.

50th Wedding Anniversary of Bro. Strouse.

ST. PAUL, MINN., Oct. 1, 1909.

EDITOR JOURNAL: The ladies of the P. R. R. Y. M. C. A. and Ladies' Auxiliary of the B. of L. E. gave Mr. and Mrs. George K. Strouse a surprise by an informal reception in honor of the 50th anniversary of their wedding, which was attended by 250 relatives and friends at Metropolitan Hall, 3917 Lancaster avenue, West Philadelphia, Pa., Wednesday evening, September 29, 1909.

Two young ladies called at the home of Mr. and Mrs. Strouse to detain them until a carriage drawn by two white horses drove up to take them for a drive

through Fairmount Park, which terminated at the above named hall.

The old couple were married Sept. 29, 1859, at Salisbury township, Lancaster county, Pa., by the Rev. J. J. Stine.

The celebration of the ceremony was performed by the Rev. Dr. Erdman of Princeton, N. J.

Three years ago Mr. Strouse, after 46 years of continual service as an engineer in the employ of the Pennsylvania R. R., was placed on the retired list.

After congratulations the Rev. Dr. Erdman delivered an address appropriate for the occasion and presented the couple with a purse of gold, after which refreshments were served and the guests were entertained by elocution and music. The company parted at a late hour, highly elated over the entertainment, wishing the couple happy returns.

Mr. and Mrs. Strouse returned to their home in the carriage which brought them.
W. R. STROUSE.



BRO. EPHRAIM PROVANCE, SUBDIVISION 97, AND FAMILY, BALTIMORE, MD.

A letter was received from Mr. Charles E. Pugh, vice-president of the above named company, giving regrets for not being able to be present, he being a chum of Mr. Strouse's in his boyhood days.

It all was a surprise, but the greatest surprise was when their oldest son and wife stepped forth to congratulate them. They were not aware of their presence.

The couple were the parents of eight children, five living and three deceased, 14 grandchildren, and one great-grandchild.

Bro. Ephraim Provance Retired.

BALTIMORE, MD., Sept. 28, 1909.

EDITOR JOURNAL: After 43 years' continuous service on the Baltimore & Ohio Railroad, the greater part of which time was spent running fast express trains, Ephraim Provance, of Baltimore, Grand Army veteran, venerable locomotive engineer and "the man who saved Annapolis," has just retired from active duty, at the age of 69, to spend the remaining years of his life enjoying the

rest his long record merits. Mr. Provance's lot has been cast among the strenuous affairs of life from his early boyhood days, having served with distinction in both the Infantry and Cavalry divisions of the Army of the Potomac throughout the Civil War before becoming a railroad man. Born on a farm in Greene county, Pa., May 12, 1840, he enlisted in the Third West Virginia Infantry, Fremont's Division of the Army of the Potomac, at Clarksburg, W. Va., June 25, 1861, shortly after the outbreak of the war. His regiment participated in a number of important engagements, including the battles of McDowell, May 8, 1862, and at Franklin, three days later; Cross Keys, June 8, 1862, where he was seriously wounded, Cedar Mountain, Rappahannock Station, Waterloo Ridge, Sulphur Springs, the second battle of Bull Run, fought August 29 and 30; Hedgesville, Warm Springs, Rocky Gap, August 26, 1863, Mill Point and Droop Mountain, November 6, 1863. Mr. Provance re-enlisted as a trooper in Company F, Sixth West Virginia Cavalry, at Martinsburg in 1864. As a cavalryman he was likewise in numerous encounters with Confederates, the most notable of which was with "Phil" Sheridan in the Valley of Virginia during the famous Sheridan ride. Mr. Provance was mustered out of service September 23, 1865, at Wheeling.

Mr. Provance began his railroad career as a fireman on the Baltimore & Ohio on New Year's Day, 1866. He was promoted to engineer April 1, 1871, running on what is known as the second division, between Martinsburg and Piedmont, W. Va. His sobriquet, "the man who saved Annapolis," was earned at the time of the big fire of October 18, 1883, which threatened destruction to the ancient Maryland city and which necessitated the assistance of the Baltimore Fire Department. The late Thomas Fitzgerald, a former general manager of the Baltimore & Ohio, was chief train dispatcher at Camden Station at the time and a company of the Baltimore Fire Department was sent to Annapolis with all possible haste. "We didn't lose much time loading up," said Mr. Provance, when recently referring to what he considers his banner run, "and when 'Tom' Fitzgerald climbed into my engine and told me to throw her wide open and go to Annapolis as quickly as possible, I knew he meant what he said, and you bet we did go there in a hurry. He ordered me to stop at Annapolis Junction and get a traveling engineer who would act as pilot over the Annapolis Short Line, and counting this stop, we made the 39-mile run in as many minutes. We didn't have air brakes on the cars in those days

either. John Aldrige was my conductor and James Bradley my brakeman on the trip."

During Mr. Provance's service on the Baltimore & Ohio he was in but one serious accident, this one occurring near Hagerstown, Md., in 1903, when during a wind-storm the roof of a house was blown across the tracks in front of his train, derailing it and killing the fireman. Mr. Provance was one of the charter members of Piedmont (W. Va.) Division 88, Brotherhood of Locomotive Engineers, and at present is one of the oldest members of Baltimore Division 97.

Yours, J. G. PANGBORN.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Oct. 1, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of September, 1909:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.	Div.	Amt.
52.....	\$ 12 00	590.....	\$ 8 00
301.....	10 00	645.....	12 00
347.....	12 00	748.....	4 00
Total.....			\$ 58 00

FROM G. I. A. DIVISIONS.

Div.	Amt.
310.....	\$1 00

SUMMARY.

B. of L. E. Divisions.....	\$ 58 00
B. of L. F. & E. Lodge.....	6 00
O. R. C. Divisions.....	4 00
B. of R. T. Lodges.....	61 50
G. I. A. Divisions.....	1 00
L. S. to B. of L. F. & E. Lodges.....	13 00
L. A. C. Divisions.....	13 00
L. of A. T. Lodge.....	1 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
J. McQuaid, Div. 39, B. of L. F. & E.....	1 00
Gideon Hawley, Div. 3, B. of L. E.....	1 00
J. P. Collins, Div. 487, B. of L. E.....	1 00
S. S. Stewart, Div. 244, O. R. C.....	1 00
From members of Div. 332, B. of L. E.....	2 75
Grand Lodge Ladies' Auxiliary, to the B. of R. T., at 5 cents per capita from general fund, by Augusta Statzer, G. S. & T.....	897 10
Union meeting held in New York by Div. 201, G. I. A.....	10 00
From general committee of adjustment of the O. R. C., Illinois Central System.....	13 00
From members Div. 269, B. of R. T.....	9 00
Mrs. Julia Chapin.....	3 00
Victor J. McLaughlin, Div. 621, B. of R. T.....	75
Total.....	\$1105 10

MISCELLANEOUS.

Box of tobacco and pipes from W. H. Gray, Div. 265, B. of R. T.

Respectfully submitted.

JOHN O'KEEFE, Sec. & Treas.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 941 Morse avenue, North Side, Chicago, Ill.

Thanksgiving—1492-1909.

When up from the crystal waters
And on to the emerald land
With prayer and praise upon his lips,
Stepped a pilot with his band;
Did never the breezes whisper,
As his flag he slow unfurled,
That he, the Genoese, had found
The jewel of the world?

Oh, land of flowers and fruitage!
Thy woods and fertile fields
Have given up from bursting hearts
Luscious and fragrant yields;
But though thy breast were cold and bare
Our hearts would cling to thee,
For thou, beloved country, art
The home of liberty.

Then ring the blessed joy bells,
Let myriad voices lift
A glad thanksgiving to the skies
For this, the pilot's gift;
From Minnesota's fettered lakes
To Florida's fair flowers,
From East to West give thanks, give thanks,
For this dear land of ours.

—CLAUDIA THARIN.

Plea for the Railroad Men's Home.

Every G. I. A. Division has received a circular from the Grand President asking us to make a free-will donation of 50 cents a member to this worthy object. So many of my correspondents have asked my opinion of this, that I feel it but right to give it in this public way if it is worth anything, and invite others to write on the same subject. Sisters, what are we banded together for? Simply to meet each other in a social way, or have we a higher object to attain?

My firm belief is, that if we would put the heart and soul of the G. I. A. in this one worthy cause and use our talents and influence to make it a heaven on earth for the poor unfortunate railroad men who are obliged to go there, we will not have existed in vain. I am glad that our worthy Grand President has issued this call, and trust that many Divisions will not only raise the 50 cents per member but much more than that.

I am surprised when I hear some of our people say: "Why should any railroad man come to need such a home, why did he not save when he made money?"

Oh! Brother and Sister, this world is full of people, no two alike; perhaps the dear Brother taken there in his infirmity was one whose hand was ever open to another in distress. Perhaps he was ever kept from saving by births and deaths in his home with the incident expenses, and worse than all, perhaps he had not that strength of character which enabled him to resist the temptations which assail a man on every side. Whatever the cause, let us hasten to the rescue and give freely to such a good cause for the people of our own class. Let us stop and think, every wife of the G. I. A., suppose that reverses should come to us, just like cases that we see every day, and we should lose what little we have saved from the salary earned by years of labor. Old age and infirmity staring us in the face, suppose we are called from earth, leaving the dear mate behind. Children gone, no one to care for the old or disabled man, what a

mecca such a place as Highland Park Home would be to him, especially so if we have done our part when we were fully able to do so. Sisters, this is not an overdrawn picture. It is what *might* happen to any one of us, impossible as it may seem today; we know not of the morrow. Even if our dear, generous railroad boys come to need such a home in time of disaster, through faults of their own, remember, "to err is human, to forgive divine." There is none perfect, no, not one. Let us be up and doing. Give entertainments and raise this small sum asked for in some way. You need not take it from husband's salary, for very likely the B. of L. E. will respond freely to the call; let us be independent and raise this money in our own way, earn it or make some sacrifice if need be, and let the sum donated by the G. I. A. be a free-will offering of which we may be proud. And remember that "God loveth a cheerful giver."

M. E. CASSELL.

Thanksgiving Day.

Perhaps the most harrowing time of the year to the staid elder people and the one most full of fun to the younger generation is the few days in and around Halloween. In some localities the pranks indulged in by young America take on a form of lawlessness such as would not be condoned at any other time. The irate old man—who threatens all sorts of things, if he can only find the boy who took his gate off the hinges and carried it away—meets another old man of a jolly nature and relates his grievance, when the jolly one says: "Now, Tom, don't be hard on the boys, don't you remember the time you and I took Deacon Smith's carryall and removing the wheels, dumped the body in the creek, and then went over to spinster Jones' home and put those heavy logs against the door, knocked, ran away and hid behind the big tree to see what she would do when she came to the door?"

"Gee! what a scare we got when we saw that heavy log fall right in on her, knocking her over, and don't you remember how long she was laid up from

the hurt? Didn't we lay low for a while? That was one time we kept a secret." By this time Tom forgets his own grievance and makes the remark that, "Boys are boys and always will be, I reckon," and goes on looking for his gate. His youth, so long forgotten, brought to his memory with its follies, has made him lenient with the boy of today.

Now that we have passed this strenuous period of the year we begin to look forward to the peaceful home-coming time of "Thanksgiving Day."

It is the only festival of the year perhaps which is not connected in any way with sorrow. It has always been a religious festival, and one characterized with happiness and merriment.

No triumph over an enemy, no battle, no sacrifice and no gloomy recollections. It is a day which every section and every people may celebrate with heartiness and accord.

A great many people do not know how or why the fourth Thursday in November was made a national Thanksgiving day. It is certain that the Pilgrims first held Thanksgiving day in this country, although not in November.

It was on Feb. 9, 1631. They were out of provisions, and a day of fasting and prayer was named, but a ship arrived with provisions, and they had a feast instead. From this time until 1795 there were Thanksgiving days at intervals in the colonies; after this year there was a lapse of 48 years, until 1863, when President Lincoln issued his proclamation of a national Thanksgiving Day, which has been observed ever since. It is the day of all others in which to strengthen the bonds of kinship and friendship which may have become weakened by the hurry and turmoil of every-day life.

The true and only philosophy of life if you would be happy, prosperous and beloved, is to live at peace with mankind. What has the quarrelsome, discontented or wicked person to be thankful for? For life itself and a chance to be happy in the future. Let them say for at least one whole day, "I am happy," for the time may come when they cannot say that.

As for the ordinary, well-to-do healthy person, what an opportunity is offered for being thankful for the good things of this life! Not in words alone but in deeds, since nothing is truer than the fact that the way to be happy is to make others happy. So if you have any relatives or acquaintances estranged from you, this is the day to "make up," as the children say.

If they have wandered away, bring them back; if they have parted, reunite them. Bid them to your Thanksgiving feast; forgive and be forgiven.

Be sure you have a feast, for that is the life of Thanksgiving. Sports and games are well enough, but above all there must be a good dinner.

Our forefathers understood this feature to perfection. Perhaps it was because they knew it was easier to forgive and forget after a hearty meal, at any rate we know it.

And let there be a full heart to go with the meal—a heart that sees its faults and is determined to correct them, that not only gives thanks for blessings received, but is overflowing with gratitude for what the future has in store—a heart with malice toward none and charity to all. With such a heart it will not be hard to make the day one of true thanksgiving, the influence of which will extend over many days to come.

M. E. CASSELL.

The Sarah Longacre Cent Piece.

The little girl with the Indian head-dress, whose features have adorned the one-cent piece from 1837 till now when the face of Lincoln has been substituted, was Sarah Longacre. Authorities differ as to her age at the time the drawing was made—one putting it at 4 or 5 years; another at 13—when the Indian chief playfully adorned her head with his feathered helmet in her father's parlor in Philadelphia. The latter age, however, seems the more probable. She received her education in the city of her birth, and at the age of 19 married John F. Keen, with whom she lived an ideal wedded life for 44 years, and who most heartily assisted and encouraged her in

all her many philanthropic labors. She was corresponding secretary of the Women's Foreign Missionary Society of the Philadelphia branch of the Methodist Episcopal Church for more than 80 years, and on January 25, 1906, she laid down her busy pen and passed on to her reward. At the funeral fitting and eloquent words were pronounced over her casket by her friend, Bishop Cyrus D. Foss. An Indian chief introduced her to the nation on the humble cent, but a bishop closed her earthly career with highest merited honors. —*Progress*.

The Skeleton in the Closet.

There's a skeleton in the closet
Of my neighbor and my own,
Try as hard as ever I may
That skeleton will not down,
You will find it in the palace,
The castle and the cot,
The wealthy and the humble,
What home that has it not?

You may meet upon the highway
A merry smiling face,
But look a little closer and
Signs of tears you trace.
For the skeleton in the closet
Is haunting us every day,
The memory will not leave us
Try however hard we may.

Could we loosen all the skeletons
From palace, castle and cot.
The sight we then would gaze upon
Would never be forgot,
But this is the thought that troubles
We wish it could be shown
Is—which is the largest skeleton,
Our neighbor's or our own?

MRS. HENRY B. JONES,
Washington, Ind.

Put the Right Foot Foremost.

This familiar saying has been traced back to the old Romans.

It was an age of superstition and the Romans considered it one of the worst possible omens to cross the threshold with the left foot first on entering the house.

It was certain to betoken all kinds of evil things for the one who was so careless about how he used his feet.

To ward off the evils that lurked for the unwary it became a custom for the aristocratic householders of old Rome to station small boys at the entrance of

their mansions to warn all comers to be careful what they did with their feet on crossing the threshold, hence the saying, "Put the right foot foremost."

Fiftieth Wedding Anniversary.

While visiting in Philadelphia recently I had the pleasure of attending the golden wedding of a Brother and Sister, Mr. and Mrs. Geo. K. Strouse, in which an informal reception was given them by about 250 of their relatives and friends in honor of the 50th anniversary of their wedded life. This was tendered in the form of a genuine surprise, and carried out very successfully by members of the G. I. A. and their many friends. Sometime during the day an invitation was given the couple to take a drive in remembrance of the event which they accepted. The Misses Agnes Bloomingdale and Louise Gamble called at the Strouse home in a cab drawn by two white horses and took the pair for a drive through Fairmount Park, finally reaching Metropolitan Hall at No. 3917 Lancaster ave., where they were informed some "moving pictures" were on exhibition and where, in the meantime their many friends had assembled.

The hall was beautifully decorated, an aisle having been left between the assembled guests through which the couple must pass to reach their chairs which were handsomely decorated in gold, the color most suited to the occasion. They were escorted into the hall by the young ladies and found it was filled with acquaintances and relatives from many States.

Following the reception there was a musical program and banquet with appropriate songs for the occasion. At the close of the entertainment the couple were presented by their friends with a purse containing \$50 in gold. The presentation was made by Rev. Charles R. Erdman of Princeton Theological Seminary. His remarks were in a very happy vein, calling forth much laughter and kindly feelings.

Mr. and Mrs. Strouse were married Sept. 29, 1859, and shortly afterward came to Philadelphia to live. Mr. Strouse

is a retired Pennsylvania railroad locomotive engineer and an honored member of the B. of L. E. His estimable wife is a member of Quaker City Div. 27, who had the affair in charge.

Not being able to contribute anything toward the pleasure of the evening I offer an account of the affair for publication as my contribution toward the success of the event. I feel I am voicing the sentiment of all who were present with the hope the years will deal as kindly with this Brother and Sister in the future as in the past, and that many days of wedded bliss may still be in store for them, and that their children, grandchildren and great-grandchildren who were present on this occasion may ever be a source of happiness to them in their declining years. I am sincerely and fraternally,

MRS. HARRY ST. CLAIR.

The Highland Park Home.

I feel it my duty to write in behalf of the new Home now being built at Highland Park, Ill., for the care of aged and disabled railroad employees of America.

At the different meetings of the G. I. A. I have attended, I have heard the circular recently issued by our Grand President requesting that a donation be made by each Division toward building this Home read and commented upon. I find this subject in which we should all be interested is not thoroughly understood and has not taken as deep a hold on the sympathies of the Sisters as the urgency of the case demands. So many different ideas and opinions regarding the causes which brought this project to the notice of a few right-minded and charitably disposed persons, who found that an institution of this kind had become an actual necessity, that could no longer be delayed without danger of being censured for criminal neglect in not caring for their unfortunate Brothers throughout this prosperous and enlightened country, make an explanation necessary.

Almost all societies and associations provide homes for their members, who would otherwise be made objects of public charity on account of misfortunes and afflictions brought upon them by reason

of age—and why should not the railroad men of America be fully as able as any other association to provide homes for their unfortunates?

The number of railroad employees in America as a whole are far in advance of any other known benevolent organization, and taking into one association the four Grand Brotherhoods and their respective Auxiliaries should be able to accomplish this worthy object which will stand as a monument to their memory as long as time shall last. This great object can not be accomplished without concentrated effort on the part of all members and to bring this to the hoped-for culmination will require our united exertions in this direction.

This Home is not intended as a means of separating the Brothers from their families when afflicted, unless in circumstances where they are unable to care for themselves and have no means of support, when it would become necessary to have the help of those more fortunate.

As long as the wife is spared to the home, there may be times when money is scarce and charity very cold, but they will be together and their love will compensate them for the absence of many comforts, but if the time should come in which the wife no longer has a part, and her cheering presence is no longer felt in the home, it would certainly be a home no longer to the unfortunate Brother on whom the hand of affliction has fallen; and it is to provide against such circumstances this Home was founded. And in case of such necessity would it not be a comforting assurance to know a place was provided when in prosperous circumstances which would not be counted as charity but a well merited result of their own provision?

If we are abundantly able to care for our own and have no doubt regarding our own future comforts it will certainly make us feel happier to know we have donated this small amount for the help of others who were less fortunate.

If we never give except where we expect to get value received we will certainly grow to be very selfish and narrow-minded, and I hope there are few of this kind in our Order.

This donation is not a matter of compulsion—only a request from our Grand President, who, as vice-president of the association who are building this Home, is very anxious that the Order of which she is so proud shall not fall behind others who represent all the different railroad organizations and their Auxiliaries. Neither does she wish this to be considered an assessment, but a generous expression of our love and charity toward the unfortunate members of the B. of L. E., which we claim to honor and respect, and to whom we have pledged our allegiance.

Some seem to think 50 cents too much to ask, that with high rents and big families it is hard to spare so many extras; but, dear Sisters, could we not deprive ourselves of just a few of the little luxuries we can do without to raise this small amount, which is deemed so necessary to the accomplishment of our purpose? I am sure there are few Sisters who could not economize enough to make it possible to give this amount without much sacrifice and we hope will consider this as a sacred obligation and by a little self-sacrifice lend a helping hand to a worthy cause.

The Trainmen advanced \$15,000 to start the building with when only in prospect. Shall we fall behind these, who earn their money by the hardest work in railroad service? It is an acknowledged fact that young men as a rule are more generous, and their wives more liberal givers than the other Orders. I cannot account for this in any other way except that being a younger class they are not so bound up to money-getting as the older Brothers, who have passed the years of sentiment and cannot be reached except by stern necessity.

The Ladies' Auxiliary to the B. of R. T. are the only Order who have ever given a stated sum toward the support of this home—and for several years have given annually an amount equal to 5 cents per member. Their membership at the last convention was rated at 15,000, so you will readily see this reaches an amount of considerable importance—and is always to be relied upon.

Shall it be said of us that with a mem-

bership of almost 20,000 we fall behind these loyal women in our work of charity?

We know that in unity there is strength and what we cannot do single-handed we may accomplish by combined efforts. Let us not think of our present sacrifice but look forward to the ultimate results when we shall by this means have accomplished our purpose. Love is a divine gift—but charity is love in action. No one ever accomplished any material good by expressing good wishes toward their fellow men without prefacing the words with an open hand—and the best way to do good to ourselves is by doing good to others.

Charity is never lost. It may meet with gratitude—or be of no service to those on whom it is bestowed, yet it ever reflects a glow of beauty and grace upon the heart of the giver and its blessings will rest upon us forever.

Let it be said of us we have fulfilled our duty with honor to ourselves while it is yet day, before the night cometh wherein no man can work.

STATEMENT OF MEMBERSHIP.

The number of members in good standing July 1, 1909, 18,077; number of members reported since that date, 402; number of members forfeited by withdrawal, suspension and death, since July 1, 1909, 100; total number of members to Oct. 1, 1909, 18,379; actual increase of members since July 1, 1909, 302.

We have recently issued five charters from which the reports of membership have not yet been received. This would increase our membership at this date at least 100 had the organization been completed in time for the reports to have reached this office by Oct. 1.

I hope each Division will be prompt in reporting new members that we may make a good showing of increase in membership in our future statements.

MRS. HARRY ST. CLAIR, Grand Sec.

Peculiar Things in Life.

Some advertisements are like some folks, they either say more than they mean, or mean more than they say. Note the following:

Wanted—A laborer and a boy, with the

grazing for two goats; both Protestant.

Wanted—A young man to care for two mules—of a Christian disposition.

Wanted—Furnished room for a single gentleman, looking both ways and well ventilated.

Wanted—A good girl to cook, and one who will make a good roast or boil and stew well.

Wanted—A boy who can open oysters, with a reference.

For Sale—A fine bull terrier dog, two years old. Will eat anything; very fond of children.

For Sale—A phaeton, the property of a gentleman with a movable head-piece as good as new.

Mr. Brown, furrier, begs to announce that he will make up gowns, capes, etc., for ladies out of their own skin.

Restaurant ad. Dine here and you will never dine elsewhere.

Notice.

As the time of year is at hand when we begin to think of renewing our magazine subscriptions, I would ask our Divisions to remember our disabled Brother Oliver, and gladden his heart with a long list of renewals or new subscriptions. Appoint some member who will generously give her time and influence to get the subscriptions in shape and lots of them. This is another good deed where woman's influence is felt. Brother Oliver asks not for charity, just a little help to earn an honest living, about the only thing he can do.

Come, Sisters, send in your subscriptions, and get your reading matter through Brother Oliver. Address,

B. F. OLIVER, Station B,
Washington, D. C.

Schools of Instruction.

A school of instruction was held in Philadelphia, September 7, 1909, in Davis Hall, 3930 Lancaster avenue, under the auspices of West Philadelphia Div. 112, G. I. A. to B. of L. E. Div. 45, under the supervision of our Grand President Sister Murdock; Sister Miller of Div. 112 acted as president of the day. We were highly honored by having four

Grand Officers present, Sister Murdock, Sister St. Clair, Sister Wilson, President of V. R. A., Sister Gilchrist, Third Grand Trustee of the V. R. A., Grand Organizer and Inspector Sister Buck, of Div. 253, Presidents and Sisters, about 200 in all. The ritual work was done by the officers of Div. 112. Sister Cooper of Div. 332 was musician at the morning session and Sister Small of Div. 110 musician at the afternoon session. The Grand President complimented the Division on its work and gave proper corrections. She talked of the good the union meetings were doing and how the G. I. A. was improving, and discussed different subjects for the good of the Order. Remarks from Sister St. Clair telling us how the G. I. A. was growing and how pleased she was to be with us and hoped the union meetings would continue as she knew they were bringing us together and giving good results. Also had remarks from Sister Wilson, President of the V. R. A., and Sister Gilchrist, Third Grand Trustee of the V. R. A. Plenty of questions were asked and answered by our Grand President. Altogether we had an interesting meeting and we are looking forward to the next, hoping it will be soon.

I must state the good time we had on the side. The President of Div. 112 entertained the Grand President at her home and she did it to perfection, Brother Miller assisting; the home was decorated with cut flowers. A canopy of our colors was over the table in the dining-room. At 6 p. m. dinner was served to about 20, the Grand President leading to the dining-room; all did justice to the feast. A reception followed in the evening. About 50 or more were invited in honor of our Grand President. Music tendered by Miss Agnes Bloomingdale and Sister Buck of Div. 253 was very much applauded. Also music, solos and dancing by Sister Fagan and Sister Jinling; a recitation by Sister White's daughter was a part of the evening's entertainment. A beautiful cake made and donated by Sister C. Taylor with crescent and star and number of our Division on was an attraction on the table. At a late hour we dispersed

for home with pleasant memories. Sister Harveson of Div. 27 entertained Grand Secretary Sister St. Clair. Sister Bloomingdale entertained Sister Wilson, President of V. R. A., and Sister Gilchrist, Third Grand Trustee of the V. R. A., at their homes. Hoping to see them all again, I am

Yours in F., L. and P.,

SISTER BLOOMINGDALE, Sec. 112.

A very successful school of instruction was held Sept. 17 by Div. 61, Springfield, Mass. Grand Officers present were Grand President Mrs. W. A. Murdock, F. A. G. V. P. Mrs. Mary L. Cook, Concord, N. H., and Grand Organizer Mrs. J. H. Brothers, Boston, Mass.

Sixty-three visitors, representing 11 Divisions, were present, making 100 in all.

Most of the morning was taken up with registering and greeting our visitors. Meeting was called to order by our President, Mrs. H. D. Vining, at 11 a. m. The officers' drill, opening exercises, collection drill for the flower fund, and closing exercises were exemplified. Grand President pronounced the morning's work perfect. Then all formed for marching and wended our way to the Highland Hotel, where a bountiful lunch was served.

After doing justice to the good things provided, all returned to the hall. Meeting was called to order again at 2:30, opening in regular form; the whole of the ritual was exemplified, after which Grand Officers and visitors were invited to make remarks. Grand President responded, saying she never saw better exemplification of the ritual, and certainly never saw it done so quickly. No one seemed to hurry, yet all forms were exemplified in one hour and forty minutes. She spoke particularly of the Highland Park Home for indigent and disabled railroad men, telling in detail the organization and needs of this institution. I am sure that all Sisters present must feel an increased interest and will make some sacrifice if need be to help such a worthy cause after hearing the earnest and inspiring words spoken in behalf of this great work. Her re-

marks were followed by other Grand Officers and presidents of Subdivisions. All had words of praise for our Division. Some reading this may think "nothing modest about them," but this is our first school and it was with a good deal of quaking that we undertook it, so bear with us if we do blow our own horn. We feel sure that Div. 61 will receive a lasting benefit from this school. For certainly these schools do create an added interest, and that should mean an increase in the membership of our Order. Next morning Sister Nelson and her son took Grand Officers automobiling to points of interest in and about the city. Goodbyes were said, Grand President resuming her itinerary through the Eastern States, other Grand Officers returning to their homes. PRESIDENT.

Division News.

A SHORT time ago Capital City Div. 88, of Albany, N. Y., extended an invitation to the members of Div. 100, of Mechanicsville, to visit them and meet our Grand President, Mrs. Murdock. We immediately accepted, and on the morning of September 11, left on an early morning train for Albany. Arriving there we immediately went to Chancellor Hall, where we were warmly greeted by the Sisters of Div. 88, and introduced to the Grand President.

At 9:30 o'clock Sister Yates, President of the Division, called the meeting to order, and we were in session until 12 o'clock. A delicious luncheon was then served at the New Kenmore Hotel, after which we again returned to the hall where an afternoon session was held. Before we adjourned our Grand President spoke to us. Mrs. Murdock's address on the benefits of the G. I. A. to the E. of L. E., and her appeal in behalf of Highland Park Home, were intently listened to, and made a deep and lasting impression on those present. Remarks were also made by Sisters Weeks, Van Clief and Robertson of Schenectady, and Van Bramer of Mechanicsville.

Once more we wended our way to the New Kenmore, where a most elaborate dinner was served; at the conclusion of the dinner, Sister Murdock bade the Sisters farewell. We arrived home at 8:30 p. m., having enjoyed a most pleasant and profitable day, our only regret being that all the Sisters of Div. 100 could not be present.

MRS. P. T. DOYLE, Sec. Div. 100

THE members of Div. 235, Osawatomie, Kans., are having good times giving surprise parties. The latest was upon the occasion of the 15th wedding anniversary of Brother and Sister Charles

Snyder. It was also Brother Snyder's birthday, which made it doubly interesting. We planned to meet in one place, and went to their cozy home, taking them by surprise. Brother and Sister Snyder proceeded to make it pleasant for one and all. In behalf of the members, Mrs. John W. Cook presented the couple with two pieces of cut-glass, which were received in a feeling manner.

Refreshments provided by the visiting party were served, while music and conversation were the features of the evening. All wished Brother and Sister Snyder many happy returns of the day and departed feeling, "Blest be the tie that binds our hearts in Christian love."

COR. SEC.

WE feel that a few words in regard to the annual outing of Div. 49 of Concord, N. H., may prove interesting to many readers of the JOURNAL, which occurred on Wednesday, Aug. 18, and was held at The Weirs. The weather man furnished a decidedly rainy morning, but the '49s are not a crowd to be easily discouraged.

When the 7:20 paper train pulled into The Weirs there was on board a merry party, including First Grand Vice-President Cook, whose presence is always an inspiration to the members of this Division. The place affords numerous attractions and numberless ways in which to pass the day. This delightful summer resort is situated on the shore of the beautiful Lake Winnepesaukee, the pride of New Hampshire. The scenery of this lake region is so grand as to command the admiration of all tourists and everyone whose privilege it is to visit it may feast their eyes on beauty that beggars description, and must be seen to be appreciated.

At 12:40 the handsome and commodious steamer "Mt. Washington" arrived at the wharf and the Auxiliary ladies went aboard for a ride around the lake. They brought their lunches, and when the boxes were opened the contents gave evidence of the excellent culinary skill of our members, and the pure ozone certainly sharpened our appetites as we sat on the spacious deck, and much pleasantries was indulged in as toothsome viands were passed around, each sampling the delicacies of their neighbor's lunch basket.

Our craft touched at Bear Island, Centre Harbor, Walfeborough and Alton Bay, and we arrived back to The Weirs in season to take the 5:30 train south. It was a most enjoyable occasion, and the Sisters were unanimous in the opinion that it was an ideal place to spend the day, all being in excellent spirits and thoroughly satisfied with the festivities of our annual outing.

MRS. F. M. HALL, Past Pres. Div. 49.

SASKATCHEWAN Div. 365, of Moose Jaw, Sask., has not had a place in the JOURNAL for some time, owing to the modesty of its members. I am sure if the Sisters would only wake to the fact that they are really capable of a great deal more than they will admit, we would not be "back numbers" for very long. We always have a good attendance, but what we do want is just a little more "push," we can't be all members, we must have officers too, so don't all try for a back seat, try for an elevated one when the election of officers takes place.

We have had a good many social functions since our last write-up, but I am not going to bore you with them all, I shall just mention two. In February we had an "at home" at Sister Pascoe's, the occasion being the departure of our President, Sister Moth, and Sister Asplin for Lethbridge, after a most enjoyable evening spent in dance, song and social intercourse, to say nothing of refreshing the inner man. The Sisters were both presented with recognition pins, to which the Sisters being quite overcome, called on Brother Bailey to respond for them, which he did in a creditable manner, and after singing "She is a Jolly Good Fellow" the company dispersed. Some few of the Sisters recognizing Sister Moth's sterling worth, surprised her further the next evening and presented her with a lovely china chocolate set. We all miss Sister Moth and were glad to have her with us during the summer.

The next occasion was the very pleasant visit of Second Assistant Grand Vice-President Sister Mains, during which we had three meetings, two special and a regular. After the first meeting, refreshments were served and a social time enjoyed. The next afternoon was devoted to floor work. In the evening our regular meeting was held and the whole order of business gone through, after which Sister Mains was presented with a fountain pen as a slight token of our regard, together with an address, to which she responded in a very able manner. I am sure our Division owes Sister Mains a double vote of thanks for the patience with which she instructed us, going not only once but many times through the same thing. After the meeting was over some of the Sisters accompanied Sister Mains to Sister McKays, at whose home Sister Mains was a guest. After partaking of light refreshments Sister Mains took her departure for Calgary, where she duly organized a sister Division, helped by a few of our Sisters who journeyed up west to help. We are now looking forward to Sister Mains' return and hope she will be able to be with us again before she goes home.

MEMBER DIV. 365.

NEVER having seen an item from Right Bower Div. 424, LaJunta, Colo., I beg to submit a few lines.

This Division was organized a little over a year and a half ago with a charter membership of 20 names. We lost a great many of our Sisters when the Belen cut-off was opened, but we have never been discouraged and are adding to our membership right along.

Thursday, Sept. 30, was set as the day for our inspection by Sister H. M. Stettler, of Chicago. Prompt to the hour the Sisters assembled at the hall when our Secretary Mrs. Messenger, appeared with a letter from Sister Stettler informing us of her inability to be with us on that day.

The arrangement committee, composed of Sisters Kiser, Ritter and Keffer, had planned a dinner for the entire Division and an entertainment in the evening for our B. of L. E. Brothers, and it was decided to carry the plans through. At 12 o'clock, 15 Sisters sat down to a dainty repast at the Sherman House. We then accepted an invitation from Sister President Heirgood to accompany her to the theater in the afternoon.

At 8 o'clock in the evening we assembled again and the exercises opened with our officers' drill, followed by music and songs by the Misses Marie and Margie Keffer, also several solos by Miss Freda Kiser and a pretty little song by little Miss Roberta Jones, daughter of our Past-President Sister Jones.

Each and all of us were delighted with a solo "Face to Face," as sung by Bro. W. J. Pearson, of Anchor Div. 506.

There were cards, dancing, and last but not best of all, a substantial supper to which all did justice and then we dispersed to our homes feeling that it was good to be there.

Yours in F., L. and P.,
GUIDE.

PORTAGE DIV. 347 has been silent a long time, so we thought it advisable to let our Sisters know we were not sleeping. On September 21 we were inspected by Mrs. Balz, Div. 1, of Chicago. The meeting was called at 2:30 and the work was fully exemplified, and we passed the examination of by-laws with few failures. Our Past-President, in behalf of the Division, presented Sister Balz with a souvenir spoon of Portage, also a large bunch of asters. At 7 o'clock a banquet was served at Hotel Tremont, the table decorations and menu being excellent. Covers were laid for 29. The banquet was followed by a theater party at the Electric Theater. With best wishes for the success of all Sister Divisions.

Yours in F., L. and P.,

SEC. DIV. 347.

CASCO BAY Div. 259, G. I. A. to B. of L. E., held its first school of instruction on Tuesday, Sept. 14, at Portland, Me. Grand President Murdock, F. A. G. Vice-President Cook, Inspector Brothers and President Boyle of Div. 99, Bangor, were in attendance, as well as delegates numbering about 40 from other Divisions, making our whole attendance about 90. At 11 o'clock President Willis called to order, and after the opening form and initiation were given we adjourned to the Falmouth, where ample justice was done to the edibles spread before us.

Promptly at 2 o'clock we were again in our several places and called to order, when a drill was given by 16 of the Sisters under the able direction of Sister Doten, which called forth much praise, as in addition to the floor work there were two beautiful tableaux given which were very impressive, viz.: "The Cross" and the "Crescent and Star," and we feel that much credit is due Sister Doten for her conscientious and painstaking efforts in conducting this drill, to Sister Manchester for her fine music, as well as to the Sisters who, by their prompt attendance and strict attention to instructions made this drill what it was. The several forms of the ritualistic work were then given in a manner which seemed to be pleasing to our guests, and while we know that praise should always come from another, it seems that where the entire work of the Order is given without recourse to the ritual we have a right to feel justly proud of our officers who had so much to remember, and also of the way the secret work was given in initiation.

It is one of our red letter days to have our Grand President with us, and after listening to her inspiring remarks at the close of the session we felt that we were indeed fortunate to have this noble woman as our superior officer. Long may she reign! Whatever degree of success has been attained by our Division we feel is due in a great measure to the kindly and healthful instruction, the hearty and encouraging counsel of our good Sister Cook, who was our Organizer and has been our Inspector, and we hope will be for many years to come.

Our evening at Ricerton seemed a fitting close to the strenuous work of the day, and the banquet and social hour which followed will long be remembered by those present.

SEC. 259

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., NOV. 1, 1909

To Division Insurance Secretaries, G. I. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 75 cents from each member carrying one certificate, and \$1.50 from each

one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than October 31, 1909.

ASSESSMENT No. 487.

Oil City, Pa., Aug. 26, 1909, of carcinoma, Sister Anna McLane, of Div. 67, aged 51 years. Carried one certificate, dated April 8, 1901, payable to James Hennessy, nephew.

ASSESSMENT No. 488.

Hartford, Conn., Aug. 30, 1909, of diabetes mellitus and pneumonia, Sister Anna M. Lewis, of Div. 107, aged 63 years. Carried one certificate, dated September 8, 1897, payable to William B. Lewis, son.

ASSESSMENT No. 489.

Slater, Mo., September 12, 1909, of tuberculosis, Sister Rena Corcoran, of Div. 44, aged 36 years. Carried two certificates, dated June 27, 1898, payable to Wm. D. Corcoran, husband.

ASSESSMENT No. 490.

Camden, N. J., September 14, 1909, of diphtheria, Sister Margaret E. Cline, of Div. 189, aged 34 years. Carried one certificate, dated May 8, 1908, payable to Harry C. Cline, husband.

ASSESSMENT No. 491.

Camden, N. J., September 17, 1909, of complication of diseases, Sister Martha A. Herbert, of Div. 189, aged 62 years. Carried one certificate, dated March 30, 1892, payable to Joseph Herbert, husband.

ASSESSMENT No. 492.

Fairley, Fla., September 21, 1909, of malarial fever, Sister Ada V. Harrison, of Div. 383, aged 28 years. Carried two certificates, dated July 15, 1907, payable to Lee A. Harrison, husband.

ASSESSMENT No. 493.

Bangor, Me., September 25, 1909, of pulmonary phthisis, Sister Sarah E. Ellis, of Div. 233, aged 44 years. Carried one certificate, dated Feb. 21, 1906, payable to George E. Ellis, husband.

ASSESSMENT No. 494.

Eric, Pa., September 28, 1909, of heart disease and nephritis, Sister Hattie Demerle, of Div. 28, aged 47 years. Carried two certificates, dated March 17, 1891, payable to J. J. Demerle, husband.

ASSESSMENT No. 495.

Dunkirk, N. Y., September 28, 1909, of brain tumor, Sister Elizabeth Kurtz, of Div. 134, aged 47 years. Carried two certificates, dated Feb. 2, 1904, payable to Fred Kurtz, husband.

ASSESSMENT No. 496.

Hoboken, N. J., September 30, 1909, of cerebral apoplexy, Sister Mrs. John W. Cray, of Div. 38, aged 50 years. Carried two certificates, dated Dec. 20, 1900, payable to Hattie and Jennie Cray, daughters.

ASSESSMENT No. 497.

Chicago, Ill., October 2, 1909, of acute phthisis, Sister Mary Celia McCrarry, of Div. 1, aged 43 years. Carried two certificates, dated Aug. 28, 1907, payable to Jonas McCrarry, husband.

Members will pay their Insurance Secretaries on or before Nov. 30, 1909, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 490, 491, 492, 493, 494, 495, 496 and 497 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 469 and 470, 7,170 in the first class, and 3,257 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,
1509 Morse avenue Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

QUESTION: How can you tell when you have a "short" train pipe; that is, when an angle cock is left closed in the train so that all the cars are not connected to the brake valve? **F. B. F.**

ANSWER: To be able to do this with any precision you must familiarize yourself with the sound of air escaping from the train-pipe exhaust for different lengths of trains, with a train-pipe reduction of the same amount each test. It is necessary when making this test that you have the same number of pounds reduction each time and a *service* reduction, not an emergency one.

A heavy reduction on a short train might keep the train-pipe exhaust open longer than a light reduction on a much longer train. It is by the relative length of the blow of air from the service exhaust that we can estimate the length of the train-pipe cut in. Five pounds reduction on the black hand comes about right, and be sure to use the same reduction for all trains of whatever length; that is, measure them all with the same measure, whether five pounds or a little more. Ten pounds is usually too much. Of course, with a very short train the blow from the train-pipe exhaust after a five pound reduction is pretty short, but you can note on the gauge a five pound drop of the black hand better than a seven or eight pound reduction, as the graduating marks on the dial fit five pounds.

After a few trials when you know just how many cars working air are coupled to the brake valve you can make a pretty close estimate as to the length of other trains "cut in." When you begin to find this matter interesting, there will be lots of chances to try this plan out. Then when you have a long train and the train-pipe exhaust does not seem normal it will give you warning that all

the angle cocks are not opened that should be; or that there is a stoppage of some kind in the train pipe.

This knowledge comes handy when the train is coupled up after cutting a crossing or doing any switching with it, and it is not hard to acquire.

One thing to give attention to is that with the Westinghouse brake valve when changing engines you must allow for air feeding past the joint the equalizing piston makes with the leather gasket above it during a service reduction and raising the pressure shown on the black hand. If it feeds up chamber D from a long train so an initial five-pound reduction shows less than that when the train-pipe exhaust closes, in estimating the length of train pipe, figure on what the gauge finally shows. This applies to the use of different brake valves. If you use the same valve all the time it does not matter. The sound of air coming out of the preliminary exhaust does not cut much figure in these tests, only that from the train-pipe exhaust. With a very short train, say an engine and one car, the sound from the train-pipe exhaust will stop about the time you lap the rotary. There is an additional sign of a short train pipe in this case. When you go to release the brake valve will usually "flash" or let a blast of air out of the train-pipe exhaust *after* the supply ports through the rotary are opened.

This is caused by the short train pipe filling up with air quicker than chamber D can. The train-pipe air will raise the equalizing piston for an instant. If you are coupled to a long train and hear this flash of air when you move the rotary to release, look for a closed angle cock close to the engine.

With the New York brake valve when making this test use the same service notch in the quadrant each time and do not move the handle back to lap. Let the cut-off valve close the train-pipe exhaust when the pressure has dropped the proper amount for that particular service notch.

The train-pipe pressure carried at the time of making this test has something to do with the *loudness* of the noise made by the escaping air but has very

little to do with its volume. One hundred pounds train-pipe pressure will make more fuss than 60 pounds.

On a very long train considerable air will feed from the auxiliary through the feed ports into the train pipe and tend to hold the pressure up during a service reduction. Triples with large feed ports are worse in this respect than those with small feed ports; but practice will soon give you a correct idea of the length of train pipe. What you must try to learn is the difference in the length of time the train-pipe exhaust discharges air for various lengths of trains.

Some men have it down so fine that they can tell approximately the number of brakes working by the amount of air used to recharge the train after a 20-pound brake application. The size of the main reservoir has something to do with this. I once saw a man looking for trouble in his train when the main reservoir was full of water.

QUESTION: How can you tell at the brake valve when an angle cock is partly closed, or the train pipe or hose is choked and where the stricture is—close to the engine or way back? F. B. F.

ANSWER: We will suppose a case in which the angle cock is partly closed in the middle of a 30-car train so the air from the rear 15 cars cannot get past the partly closed cock as fast as it can escape at the train-pipe exhaust. When the flow of air begins it will be full and free, for there is nothing to stop it coming from the head cars. But as soon as the air in the train pipe is reduced, the air coming through the choked opening (it matters not whether through a choked hose or a partly closed angle cock) will work its way through slowly. The sound will get weaker and it will take a long time for the rear cars to reduce and equalize with chamber D. This will make what Instructor Holmes of the N. & W. Ry. used to call a "pigtail on the exhaust."

When you hear the exhaust make such a sound note how much of the exhaust is full and free and how much is choked and prolonged. You can then give a pretty close estimate as to what part of the train pipe the choke is located in—the front or rear end

Some years ago we had a D-8 brake valve that did not give a continuous, normal exhaust, but made a stuttering noise. We found the train pipe not far from the brake valve choked with solid rust. A new clean pipe with fewer elbows and no rusty spots cured the trouble.

QUESTION: How do pressure retainers operate? Are they all alike? Why are so many of them of no use? A. L. Y.

ANSWER: A pressure retainer contains a small weighted valve with a stop-cock attached that when turned one way (perpendicular) will allow the air to pass freely to the atmosphere direct, and in another position (horizontal) will force all the air to pass out by the valve.

Around the weight and enclosing both it and the valve is an air-tight case so that all the air passing the valve must go into this case. A small hole drilled in the case allows the air to pass to the atmosphere slowly. This retainer is connected to the exhaust port of the triple valve by a small pipe and is located where it can be conveniently reached by the trainmen.

When releasing brakes after an application, when the triple moves to exhaust position, air from the brake cylinder flows through the exhaust port and on through the pipe to the retainer. If the stop-cock in the retainer is open to the atmosphere the air passes out and the brake releases entirely. If the stop-cock is closed for the free release, this air must pass out under the weighted valve and then slowly work its way through the small hole in the case. If the weight is heavy enough to seat the valve against a 15-pound air pressure it will close down and retain that pressure in the brake cylinder although the triple valve is in release position. Unless there are leaks this air cannot get out of the brake cylinder till the retainer stop-cock is opened. Thus, that brake is held applied up to the pressure held by the retainer.

The purpose of the retainer is to hold the brake applied with a moderate pressure while the auxiliaries are recharged to the standard working pressure. The small hole in the retainer case is a great help for this, as the air passes out so

slowly through this little opening that it takes from 25 to 35 seconds for the cylinder pressure to drop from 50 to 15 pounds, during which time if the brake valve is in full release the auxiliaries will have recharged to standard pressure.

Without this restricted opening the pressure would drop to 15 pounds in 10 or 12 seconds.

The piston travel has something to do with this time, for with long piston travel there is a larger volume of air to force past the retainer than with very short travel; so you get better service from a retainer with standard piston travel than with very short.

A pressure retainer is a great air saver when braking on a hill. On the first application with a 15 pound reduction the piston will move out and take up all the slack and spring of the brake rigging, and the retainers will hold 15 pounds in the cylinders. At the next application a 5-pound reduction will raise the cylinder pressure with 8 inches travel to 33 pounds, enough to steady a train on a steep grade. A 5-pound reduction would give only 8 pounds against the piston with 8-inch travel if all the air had been allowed to pass out, and under the same conditions a 10-pound reduction would give 23 pounds cylinder pressure. So you see that with retainers holding 15 pounds a 5-pound reduction gives 33 pounds cylinder pressure, with retainers not holding; a 10-pound reduction gives 23 pounds, a gain of 10 pounds for the retainer with the use of half the air.

A full reduction of 20 pounds from 70 gives a cylinder pressure of 50 pounds; with the retainers holding 15 pounds before the application the final pressure is 58 pounds.

It is a curious fact that a retainer that closes at 15 pounds when the car is standing still will close at 17 pounds when the car is running. The motion of the car tends to jar the valve shut. Its area for the air to press against is slightly less when closed than when open, so it stays shut.

There are several kinds of pressure retainers. The ordinary one is designed to close at 15 pounds. Another kind has two weights on the valve; one weight outside of and around the other. When

both weights rest on the valve the pressure retained is double what it is with only one.

Some of these retainers are for 15 and 30 pounds; another size for 25 and 50 pounds. The heavier type are for use on steep grades, and all "double retainers" are intended to use the light pressure for easy grades and empty cars. A plug under the outside weight comes through the bottom of the case over the handle of the stop cock. A lug on this handle raises the plug and outside weight when the handle is in the horizontal or low pressure position, so only one weight rests on the valve, and a notch in the handle allows the plug to drop down away from the weight in the high pressure position with the handle at 45 degrees; both weights then rest on the valve.

There is also a special retainer designed for use on driver brakes that has three positions; one straight driver down for free release, another to retain all the cylinder pressure, and a third position to retain 15 pounds.

As to your question why so many of these valves are of no use, that depends on the condition of the equipment. If the air can leak out of the brake cylinder past the packing leather, or by a leaky pressure head gasket, the retainer is not to blame. Sometimes the pipe joint between the triple exhaust and the retainer are so loosely made that the air can leak out as fast as it can come from the triple. If a scale of rust from the pipe gets on the seat of the valve and holds it up that is a retainer defect as well as a poor seat for the valve.

A good many automatic retainers have been invented, designed to be controlled by the engineer, but none of them have gone into general interchange freight service, probably because they are not as reliable on a long train as on a very short one.

Electric Headlight Investigation.

EAST LAS VEGAS, N. M., Oct. 1, 1922.

EDITOR JOURNAL: I notice in a Denver paper of recent date an article regarding electric headlight tests on the Northern Pacific R. R. in Montana, the tests being made by the general officials of the com-

pany and experts—not locomotive engineers, but experts.

Anyone that followed the Thaw trial through from start to finish knows that an expert's testimony is usually to testify for the side that will pay him the most money.

I note also that the members of the Montana State Railroad Commission were present. So, it is evident the tests were made for their exclusive benefit, which amounts to this:

The railroad companies do not want a law passed compelling them to equip their engines with electric headlights, as they cost money. They have done without them for the past 50 years and their *good oil* headlights are good enough. The members of the state commission are disinterested parties and they will decide for the parties that put up the best argument, and the railroad companies have men that can put up the finest kind of a talk on short notice.

These experts also examined the eye-sight of 40 engineers and found their eye-sight impaired by the glare of light.

Do you think for a minute that a body of men like 40 locomotive engineers would sit up and know that their eye-sight was being impaired by electric headlights, and not make a kick about it?

I have been associated with that kind of a bunch for about 30 years and I don't believe they would stand for it a week.

I will admit that an electric headlight is a hard thing to run against, but if the engineer has a watch and a time-card he knows *where he is at*. I also notice you do not hear of two electric headlights getting together very often, and I believe they have saved the railroad companies enough money in collisions and wrecks to equip every engine in the country with an electric headlight; and I think the N. P. R. R. will see the time it will change its mind unless it wants to *stay out of date*; and I do not think any first-class passenger train is up-to-date with a *good oil* headlight.

I consider myself fortunate to be working for a company that has a few dollars to spend for up-to-date improvements and have a first-class passenger service from start to finish. What I

mean from start to finish is from Chicago to San Francisco; and electric headlights shine on rock ballast 10 inches thick, and it is Santa Fe all the way.

About midnight on September 28, 1909, a Pan Handle route express train ran into the rear of a stock train near Chicago and killed six men and injured a dozen others.

It is a safe bet that the Pan Handle engine did not have an electric headlight or they never would have struck that caboose, unless it was in a fog or on a 10-degree curve.

The railroad saved about \$200 by having a 30-cent headlight, but will probably have to dig up about \$50,000 for the people it has killed and injured.

BYRON ARCHIBALD, Div. 371.

Safety Mail Crane.

QUINCY, ILL., Oct. 9, 1909.

EDITOR JOURNAL: On the 5th of October, 1909, there were a series of demonstrations made on the Chicago & Northwestern Railway at Chicago of the People improved mail crane.

The general chairmen from all over the country being assembled in response to the call of our Grand Chief, gave an opportunity for a number of the general chairmen to witness the demonstrations.

The conference being on that day divided in districts representing Western Territory, East of Chicago Territory, and Southeastern Territory, each sub-district selected two of its number to witness the tests and report back. The task for Western district fell to Brother Johnson of the Gulf, Colorado & Santa Fe, and Brother Morgan of the Northern Pacific, both being men of wide experience and rare judgment; men whose opinions are worth 16 ounces to the pound every day in the week.

The above delegation returned and reported that the tests were in every way a success, as in no instance did it fail to do work, which was to deliver sacks on the crane and at the same time receive sacks from the crane.

The big Atlantic type engine with a 7-foot wheel came leisurely down the track for first test, making about 10 or

12 miles per hour. The crane, standing away from the track so far that the sack was 3 feet 10 inches from the cab, had an odd appearance to the observers, and many were the conjectures and remarks by the bystanders. The device on the side of the car was seen to hold out a sack, and as the crane was reached, the inanimate aggregation of iron and wood with seeming human intelligence made the exchange, carrying away the one which had been placed on the crane and leaving the other suspended on the crane instead of out in some mud hole or corner, as is the case with the present system.

Test after test was made at varying speeds, to the excitement and approbation of the throng who witnessed it, but the culmination was reached when three sacks were hung on the crane and it was announced that the device would receive the three sacks and deposit three others in their places while the big drivers of the Atlantic type would be making Pennsylvania Limited time.

Down the track at a mile and a half away the monster of steel, guided by an experienced hand, started slowly at first, but with an ever accelerating speed it came rushing on faster and yet faster, 30, 40, 50 and 60 miles per hour, and at a speed of 80 miles per hour the crane was passed, and the device once more performed its task with precision and accuracy. The three sacks were received from the crane and at the same time three from the car were hung up on the crane instead of being scattered among the spectators.

Think, Brothers, what this means to you. Three feet ten inches from the cab! Absolute safety to look back at rear of train any time! Swing out of gang-way to see what that squeal, or rub, or dust under the tank means, and not get your head knocked off. While, to those waiting for the slow train at a station it means that Uncle Sam's letter pouch is not going to come swooping down in their midst like a bird of prey while the fast mail goes rushing by like a cyclone.

Faternally,

A. J. SCHMIDT. Chr. G. C. of A.,
L. R. & N. Co.

Fuel Economy.

SIoux CITY, IA., Oct. 4, 1909.

EDITOR JOURNAL: After reading Bro. J. M. Crum's letter in regard to fuel economy, I want to say that I agree with him. It is one of the hardest things nowadays to have flues kept clean. It seems as if the company would rather have you run the engine without a full head of steam and lay down in grades, or else run them to the danger point of dropping the crown sheet in order to get over a hard grade with a full tonnage.

It would seem that the great amount of fuel wasted through lack of proper roundhouse work would more than pay for a high priced man to do the work, and hold him to full account for the condition of all flues, reduce the coal bill, and help pay the dividends.

If all the coal that is wasted through defective flues, boilers, cylinders, packing and blowing valves, could be kept track of, I think there would be some kind of a move in the direction of a remedy.

Then, again, you can take one fireman and he will go over the division with from three to four thousand pounds less coal than the other man; engine worked the same for both men, and the same condition, with no comment from the official that touches the real cause of the waste.

Too little attention is given to the hiring of men for firemen. Anybody who comes along and asks for a job is given one if he can pass the necessary physical examination, even if he is more fit to be a mule driver than a fireman.

The conditions are such that it is almost impossible to get bright young men to go firing who would be a credit to the service, as the hardships are getting greater every year, instead of improving.

More attention should be given to the way coal is placed in the tender for the fireman, as some of the up-to-date coal sheds either deliver coal all slack or lumps, and the lumps so big that it would keep a fireman busy all the time breaking coal, which ought to have been done before being placed in the tender,

so that the fireman could devote his time to proper firing. And if one grade of coal was always kept on the division it would mean a great saving of coal, because they would know better how to treat it for best results.

I think it is high time that something was being done to prevent this great waste of coal, as the supply is limited and there is no use throwing it away, as is being done. If an engineer and fireman show that they are taking an interest, encourage them instead of always finding fault, as most enginemen are working under conditions that would take an angel to show any interest for the company's coal pile.

Yours fraternally,
C. F. SUNDBERG, Div. 490.

Electrical Railroading.

BY ELWOOD GRISSINGER.

PART XLIII.

The specifications covering alternating current generators with respect to the efficiency of the unit, more particularly with reference to those machines which are to be driven by engines, water wheels or gas engines direct connected to them, should define the method by which their efficiencies are determined. It is generally impracticable to measure the input to a generator at full load and the efficiency of the generator can therefore be determined to better advantage by a measurement of the losses in the machine, from which the efficiencies can be calculated for the different loads and curves drawn from such calculations. The losses in alternating current generators are determined as follows:

The iron loss in the armature is found by driving the machine preferably with a motor and measuring the power required to drive the machine at no load, and with no current passing through the field circuit of the generator. This would mean that there would be no magnetism in the generator field. The generator is, of course, to be driven at its normal speed. The field circuit of the generator is closed and current is caused to pass through the field windings magnetizing the field poles. The strength

of this current is then measured and adjusted until the generator running at its normal rated speed shows that normal voltage is delivered at its terminals, there being, however, no load upon the machine other than that of the field magnetism. The power required to drive the generator at normal speed and when delivering normal voltage is then measured at the motor driving the generator, giving a second reading of power input. The difference between the amount of power required to drive the generator at normal speed when the field current is on and the generator is delivering normal voltage; and the amount of power required to drive the generator without the field current on represents the amount of power consumed within the generator for this test. This amount of power reduced to the unit of watts will give the iron loss in the machine including the friction loss of the shaft in the bearings and the windage. The loss due to mechanical friction and windage can be separated from the total just mentioned by ascertaining from the performance curve of the motor, what the efficiency of the motor is at different loads and at the speed which it must operate when driving the generator. By subtracting the power consumed in the motor from the amount shown to be required when such motor is driving the generator at normal speed and no load with no magnetism in the fields of the generator, an amount will be obtained which will represent the power consumed in the generator as mechanical friction of the shaft in the bearings and windage. The difference between this amount and that obtained in the first instance, viz: the iron loss and friction with windage combined, the result becomes the iron loss in the armature alone.

The copper losses in the armature and in the field windings are found first of all by a measurement of the electrical resistance of the armature and field windings expressed in terms of the electrical unit, ohms. These resistances should preferably be measured after the machine has been running for some time under full load conditions so as to get the measurement at a time when the

windings are heated. A measurement is also made of the current strength passing through the field windings when the machine is running at normal speed and load and delivering normal voltage. A similar measurement is made of the current passing through the armature circuits. If the resistance of the field winding in ohms be multiplied by the square of the current strength passing through such winding, the result will be the loss in watts in the winding. Similarly, if the resistance in ohms of the armature winding be multiplied by the square of the current strength passing through such winding, the result will be the loss in the armature winding in watts.

The iron loss in the armature together with the mechanical friction and windage, the copper losses in the armature and field windings when added together give the total losses in the generator. The output of the generator divided by the output of the generator plus the losses thus obtained will give the efficiency of the machine. These tests will give reasonably close results although a generator which shows excessive field distortion or poor regulation will have greater losses at full load than a machine which is better in these particulars. Efficiencies calculated as above described assume that the armature loss, for instance, is approximately constant at all loads, which would not be true with machines having excessive field distortion under load or showing poor regulation for varying loads.

The distortion of the magnetic field in alternating current generators is due to the demagnetizing effect of the current flowing in the armature coils and is similar in this respect to the distortion and demagnetizing effect which was described in connection with the design and behavior of direct current machines as found in former articles. The voltage induced in any armature coil whether it is a part of a direct current or an alternating current armature winding, depends upon the lines of magnetic force which are actually passing through such coil, the speed of the armature being normal and approximately constant. This

flow, as it may be termed, of magnetic lines depends mainly upon the field current which is passing through the field coil and around the poles of the machine. The flow of such lines is also produced in part by the armature current. If the strength of the field current be constant, then the strength and in a measure the distribution of the magnetic field as well as the voltage induced will depend upon the effect of the armature current.

The effect of the armature current will increase as the strength of such current increases and its effect will also depend upon the relative position of the armature coils with respect to the field poles at the time when the maximum current is passing through the armature coils. It is to be remembered in connection with prior discussions of alternating currents and their behavior, that such currents are not only varying in direction but as a result of such variation such currents also have a relatively uniformly increasing and decreasing value. There is a time, therefore, when such currents have a maximum value as well as a zero value.

Now the individual coils comprising an armature winding for an alternating current machine are connected into groups, the number of such groups being equal to the number of the field poles on the machine. When, therefore, a current is passing through the armature winding, the current in each group of coils is passing around a center which is common to such group. This center, as it were, includes a part of the armature iron within it. The flow of current through such a group produces a magnetization in the iron just referred to and by virtue of the arrangement this magnetization is alternately positive and negative in the consecutive groups of coils. If the time of maximum strength of current in the armature coils (referring to the groups of coils) occurs when the groups of armature coils are midway between the adjacent field poles, then the magnetic lines induced in the armature iron as a result of the flow of the alternating current through the groups of coils on the armature will extend, in a large measure,

into space as it were, outward and between the field poles of the machine. The result in this case would be that the flow of current through the armature coils would have no appreciable effect upon the magnetic field as created by the main field current. There would be, in other words, a minimum demagnetizing effect.

If, however, the maximum strength of current is flowing in the armature coils when such groups of coils are in front of the pole faces, the magnetization of the main magnetic field will be increased if the direction of the current in the armature coils is such at that time as to induce a magnetic field in the same direction as that of the main field, and vice versa if the direction of the current through the armature coil at the time is such as to induce a magnetic field in the armature iron in an opposite direction to that of the main field, the magnetic field of the machine will be decreased somewhat. In the first case, just mentioned, when the armature current is in such a direction through the armature coil that it will induce a magnetic field of the same direction as that of the main field, it means that the armature current is in phase with the e.m.f. of the machine. That is to say, the maximum positive values of e.m.f. and current are occurring at the same time. Under these conditions, the current has little effect in the nature of a reaction upon the main magnetic field.

In practice, however, the current is probably never in phase with the e.m.f. It either always lags behind the e.m.f. by a certain amount or else under other conditions it is caused to lead the e.m.f. by a certain amount. In cases where the current lags behind the e.m.f., the effect is to reduce the strength of the main magnetic field in generators, and where the current leads the e.m.f. the effect is to increase the strength of the main magnetic field of a generator. In the first case, just stated, the e.m.f. delivered at the terminals of a generator will be decreased, and in the second case, the e.m.f. delivered at the terminals of a generator will be increased by an amount depending upon the variation in the magnetic fields.

An alternating current which lags less than 90 degrees behind the e.m.f. can be resolved into two currents. Such a current, therefore, is virtually equivalent to two currents, one of which is in phase with the e.m.f., and the other is at right angles to it. The regulation of an alternating current generator is determined very largely by the character and magnitude of the lagging current, for it is this current which reacts upon the magnetic field of the machine. A leading current upon the machine may be considered in the same manner, the regulation of the machine depending almost entirely upon the character and magnitude of the leading component of the current. The usual loads upon an alternating current generator introduce lagging currents in the circuit, while special classes of service or equipment will render the introduction of leading currents possible and in some cases highly desirable. Equipment which will introduce leading currents into the circuits and its uses will be referred to at a later time.

The lagging currents referred to bring us once more to the question of power factor. There is a direct relation between the power factor of the load (or the ratio between the apparent output of a generator and the output of the same generator in true power) and the lagging of the current behind the e.m.f. The relations between the power factor, the lag of the current behind the e.m.f., and the demagnetizing effect of the armature current upon the field, presuming the demagnetizing effect to have a maximum comparative value of 100, are approximately as set forth in the following table:

Power factor.	Lag.	Demagnetizing effect.
0 per cent.	90 deg.	100
71 "	45 "	71
80 "	37 "	60
85 "	32 "	53
90 "	26 "	44
95 "	18 "	31
100 "	0 "	0

From the above, it will be noted that when the power factor is zero, the demagnetizing effect is placed at 100; and

that when the power factor is as high as 95 per cent, the demagnetizing effect is 31 or almost one-third of the maximum possible amount. The point to be drawn from the above table is the relative magnitude of the demagnetizing effect upon generators when the power factor of the load upon such machines falls below 100 per cent. It is important, therefore, to maintain the highest possible power factor. As unity power factor is rarely attainable in practice, the demagnetizing effects of armature currents are neutralized in a measure by increasing the strength of the current through the field for the different conditions of load. This can be effected by hand regulation through the medium of the ordinary field rheostats or by certain combinations of motor driven exciters, compound windings, regulators, etc.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

MACON, GA., Sept. 21, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give your ruling on the following question: If an engine is backing up and pulling a train, what whistle signal would be given to start the train under Standard Rules? C. L. McWATERS.

Answer: When an engine is backing up and is coupled to a train the proper signal to give is a proceed signal, when the train is to go forward on its schedule. The signal in this case being given for the movement of the train as a whole, and not for the movement of the engine, as is the case when an engine is doing switching. If the engine should cut off from the train to do switching then the signal must be given to the engine with respect to the way the engine is headed, but when the engine is attached to a train it becomes a part of that train, and the regular proceed signal indicates a forward movement of the train as a whole.

ARGENTA, ARK., Oct. 7, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Trains Nos. 156 and 157 are trains of the same class, and are scheduled to meet at "G." No. 156 is north bound and is superior by direction. "H" is a station north of schedule meeting point. Kindly give your opinion in the following cases.

Question 1: What is the correct interpretation of the words, "The inferior train must clear the main track before the leaving time of the superior train"? These words are in Rule 88. What I want to know is, is Rule 88 complied with if No. 157 is clear of the main track at "G" one second before No. 156 is due there?

Question 2: Do the words "at meeting points between trains of the same class" in Rule 88 apply only to the schedule meeting point at "G," or does it also apply at the actual meeting point. To comply with this rule, is it necessary for No. 157 to clear the time of No. 156 at "H" five minutes, or, is the rule complied with if No. 157 clears the main track one second before the leaving time of No. 156 at "H"? M. A. H.

Answer: In regard to your first question, Rule 88 states that at meeting points between trains of the same class the inferior train must clear the main track before the leaving time of the superior train. If No. 157 clears the leaving time of No. 156 at any station one second before No. 156 is due to leave, it has fulfilled the requirements of the rule. This is pretty close figuring for a meeting point between trains of the same class, but to safeguard it, Rule 90 requires that the superior train must stop at the schedule meeting point if the train to be met is of the same class, unless the switches are right and the track is clear. This protects the schedule meeting point, but in order to protect this close margin at other stations, the rule further requires that if the inferior train is not found at the schedule meeting point the superior train must approach all sidings prepared to stop until the expected train is met.

Answering your second question: Rule 88 covers the movement of trains when they meet under their time-table rights

at any station. By turning to the explanation to meeting orders, under Form "A," also "right of track orders" and "time orders," you will find that the explanation following these forms provide that the rules in regard to the meeting of trains shall govern when these orders are used, so that under train order explanations, Rule 88 and other rules governing train movement are made to operate when train orders are used.

SAN BERNARDINO, CAL., Sept. 29, 1909.

EDITOR TRAIN RULES DEPARTMENT:

In your reply to the letter from Alexandria, La., page 809, of the September JOURNAL, you give extra 2651 right to the main line at C on Order No. 2. I hope this will reach you in time to get a flag out, as No. 193 will hold mainline at C, because they get Order No. 2 at the meeting point. J. E. STAUCER, Div. 660.

Answer: The fact that a train gets a train order at the meeting point has no bearing under the rules as to whether or not such train is required to take siding. That fact is determined by the rules and the train orders which the train holds. It is the duty of the train dispatcher to so issue orders that a train will not receive an order at the meeting point when they are required to pass the siding at that point before receiving the order, in case they are expected to take the siding. So far as Brother Staucer is concerned, the sidetrack at C must be considered by him as being beyond the train order board, otherwise the train dispatcher would have no authority to place the order at C when extra 2651 held orders to take the siding there.

MABEN, W. VA., Sept. 19, 1909.

EDITOR TRAIN RULES DEPARTMENT:

Please note the following orders and advise if Order No. 19 is in effect after Order No. 29 is received, or does Order No. 29 cancel Order No. 19? Order No. 19 reads as follows: "Engine 581 will work extra, 9:00 a. m. until 4:00 p. m. between Slab Fork and Hotchkiss." Order No. 29 reads: "Engine 581 will work extra 1:00 p. m. until 6:00 p. m. between Slab Fork and Lester, protecting against work extra 400, west, after

5:30 p. m. All overdue trains have passed Slab Fork at 1:15 p. m. D. G. F.

Answer: Slab Fork is between Lester and Hotchkiss and Order No. 29 simply extends the limits of work extra 581 from Slab Fork to Lester, giving as a time limit 1:00 p. m. to 6:00 p. m. Order No. 19 is not canceled by Order No. 29, and both orders remain in effect. Train orders once in effect continue so until fulfilled, superseded or annulled. A train order is not superseded unless the words "instead of" are used.

TRINIDAD, CAL., Oct. 1, 1909.

EDITOR TRAIN RULES DEPARTMENT:

I would be pleased to have your opinion on the following case: An engineer approaching a station runs over two torpedoes and does not answer them by two short blasts of the whistle. The superintendent happens to be standing there, and on arrival of engineer at terminal he is handed a letter assessing him ten demerit marks for not answering the two torpedoes.

The engineer in this case claims that the signal he received was a caution signal to reduce speed and look out for stop signal. His understanding of the code rule is this: The explosion of two torpedoes is a caution signal; a caution signal is a fixed signal and a fixed signal should not be answered. There is a great deal of difference of opinion among the men at this point and I would like your understanding. T. N. O.

Answer: It is not necessary, under Standard Rules, to give two blasts of the whistle when two torpedoes are exploded, as this is a caution signal and not a stop signal. Torpedoes are not considered a fixed signal in any sense of the word. A fixed signal is a signal of fixed location, indicating a condition effecting the movement of a train. This definition covers such signals as slow boards, stop boards, yard limits, switch, train order, block, interlocking, semaphore, disk, ball or other means of indicating stop, caution or proceed, from some permanent location. Rule 29 governs the case in hand and reads as follows: "When a signal (except a fixed signal) is given to stop a train, it must, unless otherwise

provided, be acknowledged as prescribed by rule 14 (g) or (h)." But-officials may require caution signals to be acknowledged if it seems to them desirable in the interest of safety.

WEST CHESTER, PA., Oct. 8, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give me your opinion on the following: Nos. 43 and 58 are instructed by special note on the time-table as follows: "Trains Nos. 43 and 58, when on time, will meet at Kennett passing siding; No. 58 will take siding." If No. 58 comes to Kennett late must it take the siding? No. 58 is the train of superior right. Has No. 58 any right to hold the main track at Kennett? H. MCG.

Answer: It is my opinion that when No. 58 arrives at Kennett passing siding on time it must take the siding for No. 43, unless conditions are such that they can know definitely whether or not No. 43 can make that point for them. If No. 43 cannot make that point, there would be no necessity for them taking siding. When No. 58 arrives at Kennett passing siding they must be prepared, in every case, to take the siding, expecting that No. 43 has made there on time and is holding the main track. The special notice is open to criticism in that it stipulates conditions which neither of the trains interested can possibly know, that is, No. 43 cannot know whether No. 58 is on time or not, and No. 58 cannot know how No. 43 is until they actually meet. There may be something in the physical characteristics of the road which makes such a notice necessary, but unless there is, it seems to me that the notice should be dispensed with in the interest of safety, or, in event that it is necessary, a better notice would be one which would state that, when trains Nos. 43 and 58 meet at their schedule meeting point, No. 58 will take siding.

Wireless Telegraphy.

J. W. READING.

It is only within a very few years past that the average citizen has heard or known much of wireless telegraphy; yet it has been a subject much studied among

electrical scientists almost from the beginning of magnetic telegraphy.

When the pioneers in the electric telegraph began to figure on sending messages across under the oceans they were considered as "dreamers" and builders of air castles.

The ocean telegraph came and before the 19th century was ended it was followed by man's triumph over matter and space in the achievement of sending electric messages without the use of wires.

As early as 1838 Prof. C. A. Steinheil of Munich gave to the world a clear and intelligent anticipation of this form of electrical communication.

During the time of the construction of the first and famous system of telegraphy in Bavaria, Steinheil considered the possibility of using the railway tracks as telegraphic conductors and made the attempt which, however, proved a failure because of the grounding of the currents.

While Steinheil's researches did not prove successful in this particular respect, they, nevertheless, led to a most important discovery. He found that the conductivity of the earth was so great that it led him to believe that it might be turned to advantage for the return current in the place of the second wire. Continued experiments along this line proved quite successful and by the use of the earth circuit he made a very important contribution in the favor of electrical science.

In the account given by Steinheil of his discovery he says:

"It appeared of especial interest to inquire into the laws of dispersion, whereby the ground, whose mass is limited, is acted upon by the passage of the galvanic current. The galvanic current cannot confine itself merely to the portions of the earth situated between the two ends of the wire, but must spread out indefinitely on every hand, and it only depends, therefore, on the relation in which this law as to the excitation of the ground stands to the distance of the exciting termination of the wire, whether any metallic connection at all is necessary for carrying on telegraphic communication.

"I can here briefly state that I have discovered a means of putting the law of this phenomenon to the test of experiment with the result that it is seen that the excitation quickly declines as the distance from the exciting conductor is increased. . . . It only holds good, however, for small distances, and we must leave it to the future to decide whether it will ever be possible to telegraph to great distances entirely without metallic connection.

"For distances up to 50 feet I have proved the possibility of such electric communication. For greater distances we can only conceive it possible by augmenting the power of the galvanic induction, or by appropriate multipliers constructed for the purpose or, finally, by increasing the surface of contact presented by the ends of the multipliers. In any case the phenomenon is worthy of our best attention, and it may not, perhaps, be without influence upon the theoretic view we may form in regard to the nature of galvanism itself."

As far as known, Prof. Steinheil was the first man to demonstrate the possibility of jumping a message, using the earth as a conductor; and to him, without doubt, credit must be given for placing the first stepping-stone in the pathway of an improvement in electrical science which has made the whole world "sit up and take notice" within the last few years.

Following Steinheil came Prof. S. F. B. Morse, who began to experiment with a view of seeing what could be done by way of dispensing with artificial conductors. His first experiments were made in 1842, when he undertook to give the citizens of New York a demonstration of the practicability of his telegraph, and for that purpose laid wires between Governor's Island and Castle Garden, a distance of one mile. His wire was disrupted by a vessel's anchor before operations were commenced, and what at first seemed an unfortunate affair proved in the end to have been a very fortunate one for the professor, as it put into his head the idea of arranging his wires along the banks, and so trying if the water itself would conduct the electricity across.

It was in December, 1842, that Prof. Morse met with his first success in using water as a conductor for an electrical current. This experiment was made across a canal at Washington and, in writing to the Secretary of the United States Treasury, he says:

"The simple fact was then ascertained that electricity could be made to cross a river without other conductors than the water itself."

Morse repeated his experiments in the autumn of 1844, his aim being to ascertain the law ruling the passage of electricity across a body of water. These experiments were made with different lengths of wire laid along the banks of the canal which were attached to plates sunk in the water and with batteries of different strengths.

In the result it was found that the quantity of electricity which passed from one bank to the other stood in direct relationship to the size of the plates sunk in the water, as well as the distance at which the plates were placed from each other.

Later, Prof. Morse experimented across the Susquehanna river with complete success, and it may be interesting to note that in another letter to the Secretary of the Treasury, he says:

"Experience alone can determine whether lofty spars, on which wires may be suspended, erected in the rivers, may not be deemed the most practical."

Associated for many years with Messrs. Cook and Wheatstone, the pioneers of magnetic telegraphy in Great Britain, was a man by the name of J. W. Wilkins, whose experiments in 1845 led him to believe that communication between England and France might be established without wires, and as this was at a time before submarine cables were laid it is a very important link in connecting the history of the invention of wireless telegraphy.

In a letter to the *Mining Journal*, March 28, 1849, Mr. Wilkins clearly set forth his idea as to how the communication might be established, and goes to considerable length in explaining details, and in concluding his letter adds:

"I hope someone will take up this sug-

gestion and carry it out practically to a greater extent than my limited experiments have enabled me to; for, of its truth, for long as well as short distances, I am satisfied, and want of means only prevents me carrying it out at once. I venture to say what I have on an experience in electricity for ten years and a practical acquaintance with electric telegraphs of nearly five years."

This letter to the *Mining Journal* appears to have been forgotten until in a letter to the *Electrician*, July 19, 1895, Wilkins directed attention to it. In this letter to the *Electrician*, Mr. Wilkins says:

"In 1845 while engaged on the only long line of telegraph then existing in England, my observation led me to question the accepted theory that currents of electricity discharged into the earth at each end of a line of telegraph sped in a direct course—instinctively, so to say—through the intervening mass of ground to meet a current or find a corresponding earth plate at the other end of it to complete the circuit. I could only bring myself to think that the earth acted as a reservoir or condenser—in fact, receiving and distributing electricity almost superficially for some certain or uncertain distance around the terminal earths, and that according to circumstances only."

The experiments of Wilkins were followed in the earlier half of the next decade by investigations made by George E. Dering and James Bowman Lindsay. Dering was the first to take out a patent and, consequently, was considered the first in the field.

Dering's patent was for a transmarine telegraph, and in his specifications sets forth several alternative methods for effecting his purpose.

Lindsay was not so much practical as the others who have been named. On the contrary, he was more of a scholar, a man deeply read in many branches of learning, and with a mind admirably adapted for scientific research, and was for a time mathematical lecturer at the Watt Institution, Dundee.

Much of Lindsay's time seems to have been wasted on the dead languages. But

for that, and his poverty, his achievements in the field of electrical science, great as they were, might have been far greater. According to his own statement, he first turned his thoughts to electrical investigation in 1832, and was for a time undecided whether he should devote his attention to electricity as a source of power, of light, or of telegraphic communication.

He decided in favor of light, and his success in that line, so it is said, enabled him in 1835 to light his one little room by electricity.

In 1834 Lindsay predicted that the time would come when houses and towns would be lighted, heat generated, and machinery driven by electricity.

Having gone thus far in his investigations with regard to electric lighting, Lindsay, after some years devoted to other less illustrious matters, turned his attention toward the magnetic telegraph. The work of the others heretofore mentioned had attracted his attention and, to a suggestion from him for the combining of principles, credit is due for the completion of plans that led to success in the laying of ocean cables.

In the month of March, 1853, Lindsay delivered a lecture in Dundee on the subject of telegraphic communication, and in the course of his remarks made it perfectly clear that he had conceived the possibility of telegraphy without wires. By a peculiar arrangement of wires at the sides of rivers and seas, he said, the electric influence could be made to pass through the water itself and claimed that the submerged wires then in use between England and France were no longer necessary.

While Lindsay was working in Britain others were experimenting along the same lines in various other countries. Numerous patents were taken out, but nothing of decided importance was brought about. Some of the schemes devised would have cost more than cables.

M. Bourbouze, a noted French electrician, conceived a plan of striking originality during the time Paris was invested by the German army, during the Franco-Prussian war. It was his idea

to establish electrical communication through the river Seine with the French troops in the provinces. Bourbouze's plan was to select a suitable place outside the German lines to discharge a strong current into the river and to receive the same, or such portion of it as might be picked up by a metal plate sunk in the water and connected with a delicate galvanometer. Some preliminary experiments within the city having proved successful, it was decided to put the plan in operation. With this object in view M. d'Almedia, on Dec. 17, 1870, quitted Paris by balloon, and after some perilous experiences descended outside the German lines and made his way to Havre. From that place the apparatus necessary was ordered from England, and on Jan. 14, 1871, M. d'Almedia arrived at Poissy on the Seine where the contemplated operations were to be set in motion. Unfortunately, the river was frozen over and the effort was delayed, and before a trial could be made an armistice, which in due course was followed by a treaty of peace, made further efforts unnecessary.

Although the proposed experiments of M. Bourbouze came to nothing, yet it was not many years before it was worked with success in India.

In 1872 Mahlon Loomis, a dentist, conceived the idea of utilizing the electricity known to exist in the atmosphere for the purpose of establishing electrical communications between distant places without the use of wires.

By this method he hoped to be able to communicate from one continent of the globe to another.

His plan was to seek the highest mountain tops practicable and thus establish electrical connection with the atmospheric stratum overlying local disturbances. Upon these mountain tops it was his idea to "erect suitable towers and apparatus to attract the electricity, or in other words, to disturb the electrical equilibrium, and thus obtain a current of electricity, or shocks, or pulsations, which traverse or disturb the positive electrical body of the atmosphere between two given points by connecting it to the negative electrical body of the earth below."

Loomis actually tested his idea by selecting two mountain tops in West Virginia and sending up kites therefrom, the strings of which contained a fine copper wire. These conductors were provided with the necessary apparatus for sending and receiving messages and, though the two stations were ten miles apart, with atmospheric connections only, yet the attempt to communicate between the two summits was successful.

So successful, indeed, were these experiments said to be that there was talk of a tower being built on one of the loftiest peaks of the Rocky Mountains to correspond with a similar erection on some suitable Alpine summit.

Nothing more than considerable journalistic ridicule ever came from the scheme proposed.

It must be said for Mahlon Loomis that he was the first to apply vertical conductors, or antennæ, as they are sometimes called, for the transmission of signals to a great distance.

(To be continued.)

Cold Water Delusion.

We have repeatedly discussed the pernicious fallacy that injecting cold water upon overheated boiler sheets is likely to cause an explosion; but the mistaken impressions upon that subject are so difficult to eradicate from popular belief that we return to the subject.

When water in a boiler is found to be low the first duty of the man in charge is to force water inside as quickly as possible. The belief that boilers with overheated sheets were likely to explode if cold water was injected upon the plates arose no doubt from the fact that hot cast iron plates often fracture when cold water is thrown upon them. It is, however, different with the mild steel that steam boilers are made of. That material softens or becomes annealed when quenched in cold water, a test proving the truth of that, which any mechanic or engineer can carry out for himself.

The beginning of this most unfortunate "red-hot cold water" boiler explosion theory was a philosophical experiment conducted by an English professor as fol-

lows: He first observed that water in small quantities dropped upon very hot metal did not wet the metal, nor was it evaporated in the usual way. He then took a platinum dish, heated it red hot by means of an alcohol lamp, and into this poured a small quantity of water; he found that it assumed globular form without seeming to touch the metal, and appeared to be held away by an invisible cushion. It did not evaporate rapidly, but slowly dried away, until at a certain time the remaining drop exploded with great violence. He then deduced and proclaimed the theory of the spheroidal condition in red-hot boilers, which was to account for all mysterious boiler explosions.

This theory concerning boilers exploding by cold water being pumped upon hot plates took such a firm hold upon people intrusted with the care of boilers, that the Pennsylvania Railroad Company determined to make tests to demonstrate the fallacy of the popular delusion. A locomotive was run out on a side track near Altoona, and the plan was to fire the boiler until the steam was high, then blow it out to expose the crown sheet and allow it to become red hot, then to force cold water into the boiler from a fire engine placed at a safe distance away. The first plan miscarried, for they fired the old boiler while full of water till the steamer reached 200 lbs. when it suddenly went to pieces. That proved that being full of water did not prevent a boiler from exploding.

The company then took a second old engine to repeat the tests. The boiler was fired up and steam raised considerably above the regular working pressure. Then they ran the water off until the crown sheet was bare, and allowed it to become red hot, after which they pumped in cold water. The only effect was to cause the seams to leak.

About the same time a series of experiments were made at the Harrison Boiler Works in Philadelphia, with overheated plates, under the supervision of the Franklin Institute. Several boilers were overheated and cold water pumped upon the red hot sheets. The experiments were very interesting, and very

conclusive that the whole mass of the boiler, if heated red hot, does not contain heat units enough to raise the water to a dangerous steam-making pressure.

All men connected with boilers should remember not to let the water in the boiler get low. But if by accident it should become low, hurry to put water inside.

Wm. Sellers, the famous machine tool maker, was not noted as a public speaker, but when he ventured to say anything at engineering meetings his words were remembered. At one time years ago Philadelphia was much excited on the subject of boiler explosions, several accidents to boilers having wakened the natives. William Sellers attended one of these meetings and was asked to explain his theory of the cause of boiler explosions. The reply came promptly: "Because the pressure inside is greater than the strength outside."—*Railway and Locomotive Engineering*.

Railroad School for the Union Pacific.

General Manager A. L. Mohler and General Superintendent W. L. Park of the Union Pacific Railroad have announced in a circular issued August 26 the establishment of a railway school or college for its employees. This is to be called a bureau of information. D. C. Buall, with a corps of trained instructors, will have charge of it. Employees in every department of the service will be given instruction free by experts. Three objects are aimed at in establishing this school: Assisting employees to assume greater responsibility, increasing the knowledge and efficiency of employees, and preparing prospective employees for the service. The new educational bureau will give an opportunity to men in the service of the Union Pacific Railroad to qualify, without any expense to themselves, for higher duties in the service. The educational feature is from a practical standpoint, the conditions in modern operation are constantly changing, and in this respect the men will get up-to-date practice from leading authorities in each of the various departments.—*Ry. and Engineering Review*.

Railroad Gleanings

A Relic of the Past.

Alexander Wells, an old citizen of Wellsville, O., has a copy of an interesting and novel document issued by the school board of the town of Lancaster, O., in 1828. The question of steam railroads was then in its incipient stage, and a club of young men had been formed for the purpose of discussing the points at issue. They desired the use of the school house for purposes of debate. This was looked upon by the members of the school board as an innovation bordering upon sacrilege as indicated by the reply of the body to the request which is the document in the possession of Mr. Wells. It reads as follows:

"You are welcome to the use of the school house to debate all *proper* questions in, but such things as railroads and telegraphs are *impossibilities and rank infidelity*. There is nothing in the word of God about them. If God has designed that his intelligent creatures should travel at the frightful speed of 15 miles an hour, by steam, He would clearly have foretold it through His holy prophets. It is a device of Satan to lead immortal souls down to hell."

Such sentiments possibly reflected the feeling to some extent in the days of 65 years ago, but they sound strange at the present time, when the "device of Satan" is daily carrying people over the land at the rate of 60 or 70 miles an hour. The world has progressed somewhat since 1828.—*Illinois Central Employees' Magazine*.

Advance Since 1869.

When, on May 10, 1869, Thomas Durant and Leland Stanford drove the golden spikes which completed the track laying of the Union Pacific and the Central Pacific roads, did they or anybody else dream of the expansion in railroad construction which the next 40 years would bring in the United States? Probably not. The meeting of the rails on that day took place near Ogden in Utah. There were 45,000 miles of railway main

track in the country at that time. A little over 230,000 miles are here now. The railroad system of the United States at this moment has a capitalization of over \$15,000,000,000, which represents an eighth of the \$120,000,000,000 of wealth of the entire country in 1909.

The event in Utah 40 years ago commemorated the completion of the first of the transcontinental lines of railroad, and transmuted the dreams of Asa Whitney and Thomas H. Benton into fact. Today six lines span the continent in the United States. The Canadian Pacific extends from the Atlantic to the big western ocean. The Grand Trunk Pacific, another road crossing through Canada, is expected to touch the Pacific in 1911. The Canadian Northern, according to present plans, will reach there by 1914 or earlier. Probably by the time that Canada has its three transcontinental roads the United States will have added one or two more to its own list.

Three-quarters of a century ago, when we were sending to England not only for rails and locomotives, but also for men to run the latter, who would have imagined that a day would come when the United States would not only exceed England in railroad mileage, but all of Europe? That day came long ago. The United States in 1909 has ten times as many miles of railroad main track as the United Kingdom. It has 40 per cent more miles than all of Europe. It has 42 per cent of the mileage of the entire world. American built locomotives may be found on every continent on the globe. The 1,500,000 employees of the railroads of the United States constitute as large an army as were under the Russian and Japanese commanders combined at the time when President Roosevelt brought the truce in 1905 which led to the peace of Portsmouth.—*Brookfield (Mo.) Gazette*.

Population to Mile of Railroad.

According to official Canadian railway statistics for the year 1907, the United States has a population of 381 for each mile of railway, and Canada 289. France has 1,590 for each mile of railway and the United Kingdom 1,821. In India

there are 10,119 people for each mile of railroad. In the United States there are 13.61 square miles of territory for each mile of railway; in Canada 161.8 square miles; in the United Kingdom 5.29 square miles, and in France 8.46 square miles for each mile of territory.—*Railroad Men.*

Number in Railroad Service.

According to the last census in the United States, we had something like 1,700,000 railroad men in active service. On the usual basis of computation—about five members of one family to every wage-earner—it means that there are 8,500,000 persons dependent upon the railroads for their whole support.—*Railroad Men.*

College for Railroad Employees.

The Union Pacific Railroad has established a railroad college for the company's employees. It is called a bureau of information. A corps of expert instructors give employees in every department of the service instruction free of cost.

Three objects are aimed at: Assisting employees to assume greater responsibility, increasing the knowledge and efficiency of employees, and preparing prospective employees for the service.—*Railroad Men.*

Enginemen as Passenger Agents.

Enginemen may become traffic solicitors by adopting advanced methods of handling engines, so as not to jolt passengers in starting or stopping their trains, avoiding reckless running, and by firing lightly, so as to prevent black smoke.

Some exceptionally good fuel records, equal to the average European railways, have recently been made by our engines—and if the average consumption of coal could be reduced to these special records the electrification of railways would be indefinitely postponed, because there would be no smoke nuisance, and the cost of operation by steam would be so low that the advantages of the electric railway would be removed. . . . There is no trick in it. All that is necessary

is to take full advantage of your knowledge of the district over which you are running, and of your engine.

First. Shut off steam when it is not required.

Second. Regulate the feed water, so that the supply will be just equal to the evaporation.

Third. Fire lightly, scattering the coal well over the grate bars, so that the dust and gases from each particle of green coal will be arrested and consumed instead of being thrown out of the stack in black smoke when the engine is fired heavily, or fed more than it can comfortably digest.—*Circular issued by J. Osborne, Supt. Canadian Pacific.*

New Peace Scheme.

From Lynn, Mass., comes news of a plan that has been devised to put an end once for all to labor disputes that have often led to strikes, lockouts and other disasters. The plan calls for the organization of a fraternal body in which both the employers and the employees are to be members of the grand lodge, which is to be the supreme tribunal in settling all questions of disagreement that may arise between the workmen and the owners of the plants.

The scheme is based on good intentions but a most undesirable region is said to be paved with that form of concrete. We wait patiently for its consummation.—*Railway and Locomotive Engineering.*

Conspire to Defraud Roads.

The legal department of the Canadian Pacific says it has discovered a huge conspiracy to mulct that and other corporations through false claims for damages for personal injuries in alleged accidents. The claimants are alleged to have a regular organization, with branches in Chicago, Toronto, Vancouver and other places, and to carry on systematic fraud by means of false witnesses, etc. Three arrests have been made and others are promised. The conspiracy is said to involve many lawyers and physicians.—*Railway World.*

In the Matter of Damage Claims.

The commission has instructed its expert accountant, Professor H. C. Adams, to draft a form of account for loss and damage claims against railroads, which it desires to prescribe for general use by the carriers, in order to check the supposed practice of certain railroads in giving shippers excessive damages for claims. The accountant is to make the "form" minute enough to cover every fact in connection with loss or damage in transit.—*Railway World*.

Growth of Railway Protective Association.

At an executive meeting of the American Railroad Employees' and Investors' Association held recently in Chicago a report was made showing that the membership now numbers 25,000. In all there have been established 125 local organizations in as many cities in many states from the seaboard to the Pacific. Patrick H. Morrissey, formerly a labor chief but now at the head of the association, predicted that the organization will eventually become one of the most powerful in the country. For several months Mr. Morrissey has been traveling extensively and organizing local branches. In Illinois, it was reported, about 30 thriving local organizations now exist and the state has been pretty well covered. According to Mr. Morrissey, the plan of the association is being received with hearty approval everywhere and it will only be a short time before local organizations will have headquarters in every city in the United States possessing any considerable population.

The association was organized by the railway managers of the country with a view of placing the facts before railway employees and investors whenever public questions and public issues arise of a nature to affect railroads. Should it be proposed to pass national legislation about railroads which managers regarded as harmful to employees and to the investors in railroad securities, the Association would send a delegation to the capital with a view to securing a hearing before the proper committee.—*Railway World*.

Surprise and Efficiency Tests in Train Operation.*

BY FREDERICK C. SYZE IN RAILWAY WORLD

About a decade before the operation of the first steam railway in England Sir Walter Scott says, in his "Heart of

Midlothian," that "mail-coach races against mail-coach, and high-flyer against high-flyer, through the most remote districts of Britain. And in our village alone three post-coaches, and four coaches with men armed and in scarlet cassocks, thunder through the streets each day;" and in speaking further of the casualties of the "outsides" and "insides"—passengers who were thrown off and out of the coaches as they dashed along the mountain roads—he concludes: "But that which gratifies the impatience of the human disposition will be practised in the teeth of danger and in defiance of admonition." And that's just what's the matter with the American people. A careful diagnosis of their anatomy will probably reveal one of the most malignant cases of "impatience of the human disposition" on record. Wherefore all this great hurry? Where are we going, and what shall we do after we get there? When shall we begin to slow down to a strong, steady pace? There is a happy medium between indifferent progressiveness and ultra progressiveness which a very large proportion of the American people have been very slow to hit upon. They must do everything with a rush and vigor out of all proportion to the requirements of the proposition in hand, or lose all interest in it.

As it is the fault of the majority of ambitious young men to bear down too hard, thereby wasting much strength and making many false steps, so must it be true of a strong young nation; for as the individual citizen is, so will the nation be. We seem to want to do everything in our own day and generation and not to leave anything for future generations, so strong is the hold upon us to act as pacemakers; with the natural result that many things are attempted and not a very high percentage done in a permanent and thorough-going manner. We cannot but regret having had many make-shift and superficial methods in important matters, and having done many things merely to conciliate the present moment. It would seem that in too many instances very little heed has been paid the homely old adage, "once well done is twice done." Periods of experimentation must not, however, be overlooked or disparaged.

It is but natural that this aggressiveness, this freedom of individual action, this casting of all restraint to the winds, this propensity for taking chances—this "Americanism," if you will—should have its disastrous effect upon the operation of so complicated an institution as the railway. Environment exerts a far-reaching influence. We therefore reach the natural deduction that practically all the

*Abstracts from a paper delivered before the New York Railroad Club. Sept. 17, 1909

disastrous collisions, and many of the derailments, are due to two causes, disobedience and recklessness. Let us see if the facts do not bear out this statement. I have prepared below a summary of all the important accidents during the two years ending June 30, 1909, in which many persons were killed and injured, and much property destroyed.

PREVENTABLE COLLISIONS.

Cause.	No. of Collisions.
Error in train order, which dispatcher did not detect in the repeating.....	6
Dispatcher completing order to inferior train before placing order with superior train...	2
Careless reading of train orders by operator and trainmen at time of delivery.....	13
Operator failing to deliver meeting orders...	11
Operator accepting order after train had passed.....	6
Operator reported train passed when it had not arrived.....	1
Conductor and engineer forgot meeting point in order.....	12
Conductor and engineer calculated wrong on time order.....	5
Conductor and engineer overlooked one of two or more orders.....	2
Conductor and engineer mistook wrong engine in meet.....	1
Total number collisions due to mishandling train orders.....	59
Disregard of time interval.....	1
Conductor took wrong time on time-table....	1
Conductor neglected to check register.....	1
Failure of crew of inferior train to observe green signals on superior train.....	1
Inferior train encroaching on time of superior train.....	5
Approaching meeting point at excessive speed (we don't know how many "forgets" might be here, the sight of train reminding the crews that they had a meeting point)...	11
Crew of extra train overlooking regular train	4
Misplaced switch by train crews.....	6
Engineer ran past automatic block signal awake.....	7
Engineer ran past automatic block signal asleep.....	3
Engineer ran past home signal.....	3
Disregard of stop signal at registering station	1
Engineer's disregard of flag (had been on duty 28 hours).....	1
Failure of air-brakes; air not coupled between first and second engine in "double-headers".....	2
Runaway cars; brakes not applied.....	5
Runaway train; brakes not tested.....	4
Short flagging.....	9
False clear telegraph block signals.....	2
Towerman or switchman turned passenger train to wrong diverging track.....	3
Grand total preventable collisions.....	129

PREVENTABLE DERAILMENTS.

Cause.	No. of Derailments.
Interlocking switch thrown under train; defective detector-bar.....	1
Misplaced switches.....	5
Excessive speed on sharp curves protected by restricted speed limit.....	5
Failure to observe light out on draw-bridge..	1
Runaway trains on grades because of unskillful handling of brakes.....	7
Loose rail; had been loose some time (cost of wreck in damage to equipment and property alone, \$45,000).....	1
Loose rail; left insecurely spiked by trackmen	1
Bolts in track loosened by previous derailment; not inspected.....	1
Switch loose by loss of bolt.....	1
Total number of preventable derailments..	23
Total number of collisions and derailments	152

It is hardly necessary to call special attention to the very high percentage of serious collisions caused by the "mishandling of train orders," as the figures stand out so glaringly as to shake our faith in this time-honored method of operation. After a trial of half a century with this system, can we say it is any safer today than at its inception? Hedge the system about with all the safeguards conceivable as we will, there are still crevices innumerable in it where "personal equation" slips in and—the collision. Even by conceding that the train dispatcher is infallible the figures clearly show that the system breaks down after the orders leave his hands; could he personally control them to their fulfillment the showing would be much better. Before the days of the great industrial pressure, when lines were not too crowded with trains as they are now; when the train dispatcher was a more important official than he is today; when the personnel in the telegraph offices was made up largely of men enthusiastic in their work because such positions at that time attracted men of ability—men who have since become the managing officials—the train-order system, barring the double-order feature, was probably at its best. The train dispatchers of those days were continually putting out reminders and hints here and there and keeping in closer touch with the trains they were moving toward each other than is perhaps possible with the greater traffic in the present period.

There are cases, too, where the present-day dispatcher feels that the modern system will work automatically, and that after the order leaves his hands it is "up to the other fellow." We can not dispute his technical right to assume this view-point, but not a few collisions would undoubtedly have been averted had he thrown out the safeguards in critical situations that "the masters" did. I say "the masters" with the deepest sincerity

and deference, for after 20 years' experience in the handling of train orders as operator and dispatcher I still feel my inferiority to many of the sturdy generals of the art who passed up to higher positions over a quarter of a century ago. One of them—Mr. Frank S. Gannon—said to me, when I was promoted to train dispatcher on his line: "Young man, always figure on some engineer, conductor or operator doing some foolish thing with a train order that he has no business to do." And while it is admittedly impossible to pack more and better advice in so few words, they themselves unconsciously betray the greatest weakness of the system. I have profited much by this sound advice. Severe self-criticism has taught me that I was no better, and perhaps no worse, than the average modern dispatcher.

While the train order will no doubt be used for many years on most railroads, and perhaps for a seemingly indefinite period on lines of light traffic, I feel that the signal engineer will more and more do its work, until on all important lines its supersession, as we know the train order system today will take place. But until it does take place, we must accept it as it is, and subject its handling to the most strict and rigid supervision possible.

When any one criticises a condition, or knocks down something that has been built up, I believe it is the opinion of all fair-minded men to expect him to suggest something better or be very deservedly relegated to the limbo of the cynic, the iconoclast, or the misanthrope. What I have said in the foregoing has not been so much in the spirit of criticism as in an endeavor to describe conditions as they exist, without regard to any personal considerations. As a cure for many of the evils in our railway operation I beg to emphasize the following practices, all of which have in whole or in part been adopted on many lines.

First (and most important): As rapid an extension of block signal systems as possible. Do everything conceivable and reasonable to make the operation of trains "visual," thereby reducing the chances of "personal equation" to a minimum, and leaving as little to the memory as possible. To quote Mr. Welch again: "It is much better to spend money in precautions than to pay it in damages." During the six years ending March 31, 1909, collisions cost American roads \$14,350,790 in damage to equipment and roadway alone, say nothing of the losses on account of deaths and injuries, or of the grief and suffering incident thereto. Even in staid old England, where the signalman and the manual block signal systems have perhaps attained the highest degree of efficiency,

less and less is being left to "personal equation;" and in many cases, even though no collisions have occurred to warrant it so far as we know, electric-control apparatus has been installed "by which men at the opposite ends of a block must co-operate in giving a clear signal."

While the comparative lightness of traffic is said by many to account for the very gratifying decrease in casualties during 1908-09, I shall, for the moment, usurp the professional politician's prerogative of "claiming everything in sight," namely, that this decrease is due solely to safety signals and "surprise" tests. Why should we, who pride ourselves on our ingenuity, and ability to quickly and squarely front all conceivable conditions, be compelled to resort to the excuse of "dense traffic" when pressed for reasons for so many casualties? Officers "at the front" know very well that no matter how dense the traffic is—and the more dense it is the better many of them like it—it can be handled just as safely as light traffic can be—with modern appliances and "everybody on the job."

Second: Improve the personnel of the train service to the highest possible degree. On every application blank of the Baltimore & Ohio Railroad is printed:

"There are three ways to improve the character of the service:

"1. Employ a better class of men.

"2. Discharge the vicious and incompetent.

"3. Educate those kept.

"So far as possible men should be employed from those living along the line of the road. Their moral character, physical fitness, mental capacity and past record should be rigidly examined."

Experience teaches that these things, like many others, are more easily said than done; but the fact remains that if they are perseveringly and determinedly adhered to, the best results are ultimately bound to ensue. During periods of dense traffic there is no doubt that many men found employment on railroads who, under normal conditions, would not have been considered. I place great faith in the belief that there are enough clean, ambitious and able young men in this country who will be attracted to the railroads, to man them so efficiently that within the next decade or two the "vicious" and "incompetent" elements will be negligible, provided, however, that the policy outlined above is persistently followed.

Third: The systematic and unceasing Surprise and Efficiency tests of those charged with the operation of trains. This in itself takes a very high educational value when carried on in a broad-minded manner stripped of all intentions to hound or persecute the men concerned.

The terms "Efficiency" and "Surprise" tests are of comparatively recent origin, having been employed on only a few roads within the last decade, and on many others within a still more recent period; on still others not at all. While the terms are new, the practice is nothing more nor less than systematizing the inspections and supervisions always carried on by able officers. Twenty-five or more years ago even officers with titles of superintendent and upward did a great deal of this work themselves, and came into a closer contact with their men than is now possible; therefore the education and supervision must now necessarily be delegated to subordinate officers. This is but another logical step in the transitory period previously referred to. As—

"In every new lives all the old,

The present builds on all past's mold,"

so this system of tests is simply another of those reforms, or readjustments to changing conditions, that must from time to time be made in any wholesome and progressive institution. Twenty-odd years ago I heard a prominent railway manager say that a few years before that time there had been no mishaps in such a long period on the property he was then managing that the tension became very great from the fear that when something did happen it would be of a very serious nature. To forestall the possibility of lax practices creeping in during so long a peaceful interval, he accordingly issued a cautionary bulletin to all concerned to tighten up on the rules in every manner possible. This, in a certain sense, could well be classed as a "surprise" test, as it embraces the spirit of present-day practices.

Below will be found a list of tests that are regularly made on many lines:

Torpedo.

Fusee.

Flagging.

Slow Orders.

Train Order signal light out.

Train Order signal cleared before it can be seen by engineman.

Train Order signal green when should be white.

Train Order signal clear, Home signal at "stop."

Train Order signal "stop," Home signal clear.

Home signal half green, half white; improperly displayed.

Switch signal light out.

Arms off signal.

Automatic signal at "stop."

Distant signal used in connection with facing point switch at "caution" or "stop."

Distant signal with Home signal improperly displayed.

Home signal at "stop."

Fixed signal lights out or improperly displayed.

Engine whistle.

Air whistle.

Improper display of markers.

Improper display of classification signals.

Train Orders incorrectly sent, signed or repeated.

Caution and clearance cards improperly made out.

Any additional tests can be made as may be desired according to local conditions.

On one important line the tests are made about quarterly by the trainmaster and a signalman. Results reported to superintendent on letterhead.

On another large road the tests are made about monthly by the road foreman of engines and a signalman. On one certain division of this line, where the conditions are somewhat peculiar, it is the rule to test each and every engineman at least once a month, a careful check of the enginemen on duty being kept for this purpose.

On another road the tests are made by the trainmaster, road foreman of engines, and the foreman of crossingmen, the latter official being mostly interested in the proper sounding of crossing whistles. It is the rule on this line to make a certain number of certain kinds of tests monthly.

On a fourth road the tests are made about every six weeks by the superintendent, division engineer, trainmaster, and supervisor of signals. Three copies of the results are made on letter paper and forwarded to the general superintendent.

On a fifth road the tests are made about quarterly by several testing parties arranged by the superintendent, who accompanies one of them, and all the parties make tests simultaneously in many parts of that territory.

More roads could be cited, but the practices noted above embrace about all the different methods employed in this work. These systems are almost as much of a test of the officials making them as of the rank and file. The fact of the testing officials having to report their findings regularly insures the tests being made. I believe this to be one of the most important features of the system, slack inspection, slack men.

It is a sad commentary on our American methods that we install expensive signals, and issue rigid instructions as to their operation, and then have to stand behind a tree to see whether the engineers pay any attention to them or not. But it's a fact just the same. All the gentlemen I conversed with in gathering materials for this part of my paper said they had great difficulty at first to get

their engineers to come to a *full stop* at automatic signals displayed against them, and also that they had more difficulty with the old men than with the younger ones, the older men still clinging to the thought that they could use their individual judgment. We experienced the same difficulty on our line. Many engineers have a reputation for exercising splendid judgment, and the veterans grew to believe that while the signals were all right to warn the younger men what was going on, they would still be permitted to exercise their own discretion. It was only after a number of men—old as well as young—had been disciplined, that a complete compliance was brought about.

I made a number of tests in one day quite some time ago, and the only failure was one of the oldest and best engineers on the division. He was promptly disciplined, under which he chafed greatly, we having worked together over 20 years, and he was a man whom I highly esteemed. He asked me why I picked him out as an example—why I did not take some younger man. I replied by telling him that he picked himself out, as I had tested several men ahead of him, and several behind him, and he was the only one who failed to obey the rules. He did not, however, run past the signal at a high rate of speed; as soon as he saw it was against him he shut off, applied his brake and brought his train down to about eight miles per hour passing the signal. He was running a local express and was quite late.

These tests have certainly got the engineers guessing; they do not know, when they approach a red automatic signal, whether it is loaded or not, even though they can see clear through the block, so many men having been caught "with the goods on." Some of them imagine they see an official's head in some hiding-place at every red signal. To illustrate the idea the average engineer has of the ubiquity of his supervising officer, a certain superintendent went out on the line one night to make some tests. He had a certain signal set red which no engineman, under the rules, could pass at danger without a clearance card. Not wishing to detain the train too long, as the tower was some distance from the signal and considerable time would have been consumed in getting the clearance, the superintendent arranged with the towerman that the signal would be cleared just before the train came to a stop in case it was seen the engineman intended to observe it correctly, and for the towerman to give him a "high-ball" to proceed. The engineman slowed down for the signal all right and had about brought his train to a stop, when the

signal cleared. But do you suppose he released his brakes and pulled out? Not much. He came to a full stop, got down off his engine and started back along the train to meet the conductor who was walking forward. The superintendent was in hiding behind a clump of bushes near by within sight and hearing. The towerman signaled the train to go ahead, and the conductor passed it on to the engineman who still continued to walk toward him. When within speaking distance the conductor shouted: "It's all right, go ahead. Can't you see the signal from the tower?" To which the engineman replied in the choice vocabulary of the veteran railroader: "Yes, but how in — do we know but that some — — — is lying in the bushes around here somewhere waiting to catch us? I won't move a — — foot without a clearance card." And he didn't. The superintendent considered that an excellent test, and tells the story with a great deal of pleasure, for it is obvious that the obedience would have been just the same whether he was there or not. And this is just what the surprise test aims at. Frequently one of our enginemen will quizz me about "monkeying" with a certain signal the night before. Sometimes I was where he thought he saw me, and as many times I was not, but he did not know it, and did not dare take any chances.

On one division of a certain trunk line, the enginemen through their committee waited on the trainmaster and protested against the surprise tests, the men seeming to feel that some of their prerogatives had been taken away from them. They were very quietly but firmly informed that the rules governing the signals and other operations were explicit; each and every engineman understood them; the company would be responsible for time lost to trains that obeyed them; that no attempt would be made to hound or persecute any man, but if the men were caught napping at the tests, or under working conditions, they would be promptly disciplined almost as severely as if something happened. And the trainmaster had the backbone to do as he said he would, with the result that he can now report 100 per cent efficiency.

I have put the question to many officials: "Now that you have attained about 100 per cent in your signal surprise tests, do you feel that it is necessary to continue them, or do you think your men are so well grounded in the working of the rules that further tests are unnecessary?" The reply in every case has been most promptly and emphatically expressed in these words: "Continue them by all means." This, it would

seem, gives the subject of surprise tests a permanent place in the operation of railways.

As it has been with the block signals, so can it be in a great measure with all other train operations, provided the officials responsible for the work have the time to bring them up to the high point of efficiency. By saying "if they have the time" I wish to bring out the point clearly that it is astonishing how much time can very profitably be used to thoroughly instruct and educate a large number of men in the proper way of doing things. The deeper one goes into it the deeper he wants to go, for he sees in it the realization of his ideals; but the time of so many officials is oftentimes so taxed with imperative matters of the moment that they really do not have the opportunity to devote to education they know is necessary. I believe I voice the sentiment of every operating official when I say that he feels the greatest satisfaction and relief just after he has been able to devote a sufficient length of time to personal instruction and supervision to feel that his men are working along proper lines; and also on the other hand when, through pressure of other things, he has been forced to remove his finger from the pulse of certain operations which he knows must have constant attention, his anxiety becomes very intense and remains so until he can again count the pulse-beats. He can feel this necessity long before there are any outward signs of it.

It is just as necessary to drill men in new ways of doing things in the railroad service as it is in the army and navy. At best the interval between the time we get a basic thought or idea fixed in our minds, and the time it filters through our being and is put into universal action is long. Men should be made to do a certain thing long enough to get them into the habit of doing it that way; good habits can be formed as well as bad ones, and they are just as easy of performance. This, however, requires painstaking work on the part of the supervising official who would rather educate the men who have redeeming qualities than to dismiss them for unimportant infractions and employ men he knows nothing of. A shifting train organization must necessarily be a weak one; the recruiting compelled by the perpetual nature of the work is serious enough in itself to contend with. If the man has the right stuff in him, but is a little obstinate or seemingly dull, and admonition and reprimand fail, the lash of discipline does not have to fall very many times in the same place to bring him into line. If, however, it is seen he is callous, the surgical operation famil-

iarly known as "commercial decapitation" can readily be employed. Still other men are so loyal and responsive that a word to them is sufficient; would that there were more of them! And we must not for an instant overlook or underestimate the value of reciprocal education as between officers and men, particularly when the former move among the latter freely with an open and receptive mind, and are as ready to receive advice as to give it. It is also true in the railway field that "in educating others we educate ourselves."

To illustrate the results of personal education and supervision, I beg to mention an example which is no doubt typical of many others on other lines. For a long time train movements were made in a certain way in our St. George terminal. It was found expedient to handle them in another way, but the new manner entailed additional effort on the part of the crews, some of which found the new regulation a little irksome. Both excuses and reasons were frequently advanced for not being able to comply with the rule. This rule was practicable and necessary, and we determined it should be obeyed. Accordingly I spent a sufficient length of time on the ground to insure many compliances under all conditions. The result has been that the movements are being made the new way as naturally as if they had never been made in any other way; it has become a habit. The same thing was true in training the enginemen to properly observe the signals—in fact, one of our enginemen told me not long ago that he finds it easier to obey the rule now, that he knows he has to, than to disobey, as he realizes he will not be held accountable for the time lost, and besides runs no risk of being disciplined; his mind is easier.

Operator's Call Effective.

A lonely telegraph operator in a little town in the center of the Prohibition state of South Dakota caused a wild alarm along the Minneapolis & St. Louis Railroad recently. Operators along the line were aroused by calls which said: "Help, for God's sake. The station has been attacked and the agent killed. People have been driven from their homes." A special train was filled with armed volunteers and a record run brought the posse to the place. In the station the telegraph operator was found lying on the floor asleep. When he was awakened he asked in a sleepy voice for a drink. The next morning he wired his resignation to headquarters at Minneapolis. The reply he received said: "You are 30 hours late."—*Railway and Engineering Review*.

The Journal

Published monthly, 301 Society for Savings Bldg.
CLEVELAND, OHIO.

CHARLES H. SALMONS, - Editor and Manager

Address all matter for publication—Correspondence, Technical and Link Departments, changes in Division Addresses, Special Notices, names and addresses of Outside Subscribers and all changes in JOURNAL addresses to C. H. SALMONS, S. G. E., 301 Society for Savings.

No reading space will be sold for advertising purposes under any circumstances.

Financial Department.

Address all money matters to W. B. PRENTER, F. G. E., 306 Society for Savings Building. Send New York or Chicago draft, Express money order or Postal order; never send personal check.

Roster of Membership.

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Statutes. Also all orders for Subdivision supplies.

Advertising Department.

All correspondence relating to advertising in this JOURNAL should be addressed to W. N. GATES, 409 Garfield Building, Cleveland, O.



NOVEMBER, 1909.

Two Views on the Railroad Question.

The September *Atlantic Monthly* presents two articles under the above heading. The first, entitled "Brotherhoods and Efficiency," is by William J. Cunningham, a man of long experience in railroad work, who has attended many conferences between the officials and employees, knows what he is talking about, deals with facts and presents them in a lucid manner that ought to convince any reader that James O. Fagan, who writes the other opinion under the heading of "Authority and Efficiency," knows very little about the subject he undertakes to discuss.

We heartily commend the truth as told by Mr. Cunningham, but we read Fagan's article feeling that he has promised to deliver some body blows to railroad organizations, and in his efforts flops from one subject to another, really making more points in favor of the organizations than against them.

He has been harping about the evils of the contracts or schedules, as he calls them, and yet he quotes Vice-President Willard as saying that to attempt to run a

railroad nowadays without a schedule regulating wages and conditions would be something of an invitation to chaos, and says: "Probably Mr. Willard voices the opinion of a great majority of railroad managers."

Fagan writes at great length and touches upon subjects he knows very little about; undertakes to show that the Pennsylvania Railroad refuses to have any schedule of wages and conditions.

Fagan says he has written to and interviewed many railroad officials, and it is a wonder he did not ask for a *schedule* issued by the Pennsylvania Railroad, covering 32 pages of a book 6x9 inches, with rules characteristic of all schedules, and ask how they came to issue it.

The Pennsylvania Railroad officials, especially east of Pittsburg, are as ready to meet committees representing the organizations as other officials are, and the relations between the officials and their engineers who are nearly all members of the B. of L. E. is in no sense what Fagan tries to make it appear, and if he had told the whole truth about the award of the mediators his whole argument would appear ridiculous.

We are not going to dignify his long, meaningless article by discussing its inconsistencies, but will give the following sample:

"This dilemma of the railroads, which so closely concerns the convenience and safety of the public, is simply a question between personal management and management by trade agreement or schedule. It is not to be supposed, however, that personal management is altogether right and sufficient, or that the schedule in every particular is wrong and should be abolished. The point for the people to understand is that the present combination of these methods which is now in force on most of the railroads is a pact between man and manager, from which the principles of justice and safety are slowly yet surely being eliminated."

That has about as much fact in it as the pact Bill Nye tells about between him and General Sherman. Nye said when he saw General Sherman the first time he sat at one end of a table throwing a life preserver to a fly in the milk pitcher.

Nye sat at the other end, and he said the general looked sternly at him and said, "I wish you would overpower that butter and send it up this way." And Nye said he would if the general would pass the molasses.

Fagan is evidently trying to overpower the Brotherhoods and all officials who recognize and deal with them, and evidently has a *pact* with some one; and from his floundering in this article in the *Atlantic* we would judge his dilemma of the railroads had gotten him into a predicament from which it is not easy to extricate himself. Fagan contends that because the Pennsylvania officials refuse to sign a contract made with the organizations, that the business of that company is conducted on lines of greater safety to the public. But the contracts made and signed between railroad companies and the B. of L. E., including the rules which govern the officer and the employee, seniority included, cannot be made responsible for dereliction of duty, or added dangers to the public by Fagan or anyone else, the same degree of safety Fagan accredits the Pennsylvania may be said of many other roads, and where the contracts are most rigidly drawn between the officials and representatives of organized labor, and signed by both parties, and where the employees are nearly, if not all, members of the organizations. In this sense we append the following relative to the safety of travel on roads where there is no question of recognition, and they are not isolated cases by any means. The same may be said of roads where contracts have been in force for many years, and where the excellence of the service performed proved that seniority was a benefit rather than a detriment to the service.

During the fiscal year that came to an end on June 30 last the Chicago & Northwestern road carried a total of 27,000,000 people without a single fatality. This is the first road reporting such a remarkable record for the current fiscal year. Two roads, the Pennsylvania and the Burlington, accomplished a similar feat for the calendar year of 1908.

The three records are taken by railway experts to indicate clearly that the science of railroad operation has made a

substantial advance during the past two or three years. Better discipline has been inaugurated, block signal systems have been extended and, in the case of the Northwestern, double tracks have been completed between Chicago and the Missouri River.

The number of passengers carried safely by the Northwestern is equal to nearly one-third of the population of the United States, and equal to the population of New York, Pennsylvania, Ohio, Massachusetts and Indiana. In these states the accident statistics show a constantly increasing number of fatalities among people who are carrying on their avocations. Accordingly, while fatalities in all other lines of business seem to be on the increase, not only in these states, but throughout the United States, fatalities in connection with the conduct of the railroad business seem to be on the decline.—*Railway World*.

Soliciting Money on Various Pretexes.

The following letter bearing upon this subject was written by one of New York City's commercial representatives, and tells what men will resort to to get money regardless of any reflections it may cast upon any class. The letter reads as follows:

"A person representing himself to be from Lodge 135, Brotherhood of Locomotive Engineers, has solicited an advertisement in the Official Journal to be issued by that Lodge. Will you kindly advise me where that Lodge is located, (I presume in Brooklyn) and if it is their intention to publish a journal? I understand that several Lodges in Brooklyn desire to get out such a journal but that the Executive Officers of the Brotherhood opposed it. If you can not give me the information desired, will you kindly refer this letter to the president or secretary of the Brotherhood?"

We hardly need to point to the misrepresentation involved in soliciting for an official journal to be published by a Subdivision; but this is not what attracts the attention of business men when approached, but the name of the B. of L. E.

Here is another letter evidently induced by solicitations by the same party, but in this case gave his name as M. Baker, 87 Railroad avenue, Jersey City, N. J., but no such name appears on our mailing list; hence, we presume the name

given is fictitious. This letter which follows shows another form of soliciting from a chemical company. The traffic manager's letter reads as follows:

"NEW YORK, N. Y., Sept. 15 1909.

Mr. D. L. Gray, A. G. F. A., Erie Railroad, 50 Church St., City:

DEAR SIR: We have been approached by a representative of the International Brotherhood of Engineers, same being M. Baker, who gives his address as 87 Railroad ave., Jersey City. This man claims to be collecting subscriptions from shippers for the furnishing of a home for aged and crippled ex-locomotive engineers, members of the Order, which home is already in process of construction in Chicago, Ill.

The method of collecting these funds is to ask for subscriptions for advertising space in the Brotherhood JOURNAL.

Do you know whether this is a legitimate cause or not and whether this man who claims to represent the Brotherhood is O.K.? We would appreciate it very much if you would let us know at an early date. Yours very truly,

H. F. GELDMIS, Traffic Manager."

No such man has been given authority to solicit in any manner for advertising space in the JOURNAL. No one has authority to solicit advertising except W. N. Gates, unless they are in possession of special authority from this office, and it is a great shame to have soliciting done in the name of the B. of L. E. and the Railroad Men's Home, to have the proceeds pocketed by some grafter.

Bro. J. L. Van Orden, F. A. E. of Div. 135, writes the Grand Chief that he has visited the place the man gave as his residence and found it devoted entirely to business, which is further evidence that the man's name is not Baker, and that the whole proceeding is a fraud. Every effort possible should be made to discover this party and put an immediate stop to the use of the name of the B. of L. E. to work dishonest schemes.

Stationary Engineers' Convention.

The Stationary Engineers held their convention in Columbus, O., in September, 1909, and elected to hold the next convention at Niagara Falls, N. Y.

Their Women's Auxiliary tried to have the Order adopt a pension system but failed. The women have raised \$5,000 for a home for the aged and indigent members.

Book Notes.

A new revised seventh edition of George E. Collingwood's Questions and Answers, under a new title of *Standard*

Train Rule Examination, based upon the standard code of train rules for single track, is before us.

It is much more extensive in its treatment of the various subjects. Questions are asked and answered in a lucid manner, and a full index makes it possible to readily find any subject. Its size, 4x7 inches, makes it much more convenient than its predecessor, being pocket size.

Railroad officials and employees in all departments in train service will find this an invaluable acquisition.

Price in paper cover, \$1; cloth, \$1.50; leather, \$2. Address C. E. Collingwood, Box 14, Station E, Toledo, O.

Links.

THOSE of our members who admire the poems written by our "Shandy Maguire" will do him a favor by selecting his book of poems as a Christmas gift. He has about 60 left he would be pleased to dispose of. Send \$1.50 to "Shandy Maguire," 105 Erie st., Oswego, N. Y.

BRO. E. B. HALL, member of Div. 555, for the past two years road foreman of engines, Sioux City Division, has received well merited recognition by promotion to the new position of general road foreman, reporting to the general superintendent. F. D. GLENN.

BRO. W. SILL, member of Div. 745, was elected Second Supreme Vice-President of the Catholic Mutual Benefit Association, at their convention held in Canton, O., on Oct. 14, 1909.

BRO. H. MUIR of Div. 165, for the past six years road foreman of engines on the St. Louis and Louisville lines of the Southern Railway, has again resumed his former position, running an engine in passenger service on the Louisville district in Kentucky, the position of road foreman of engines being abolished.

Brother Muir in his six years' service in the capacity of road foreman of engines has, by his honesty and straightforward manner of dealing with the men, endeared himself to each and every engineer under his jurisdiction, and it is with much regret that we see him leave us.

That Brother Muir has done his duty toward his superior officers goes without saying, as he is possessed of such sterling qualities that are sure to win for him the esteem and approbation of all with whom he comes in contact.

In recognition of Brother Muir's labors among us, a unanimous vote of thanks and good wishes for his future success was tendered him at our regular meeting of Div. 343 held Sept. 19, 1909.

T. J. MULLEN, F. A. E. Div. 343.

It is with deep regret that we announce the loss of Bro. A. C. Stone as Chief of Div. 756, Canal Zone, he having been appointed traveling engineer here on the Isthmus.

Brother Stone came to the Isthmus July, 1907, leaving the service of the B., R. & P., where he was employed for 15 years as an engineer. Was chief of Div. 35, also represented same Division on New York State Legislative Board. Was elected Chief Engineer of Canal Zone Div. 756 at its organization July, 1907, and on June 7, 1909, was appointed by Col. G. W. Goethals as representative on



BRO. A. C. STONE, DIV. 756.

board to revise rules governing locomotive engineers in the care of their engines, and appointed by the chairman of the I. C. C. to his present position.

We have always found Brother Stone to be a conscientious hard worker in the interests of the B. of L. E., and the present very satisfactory condition of Div. 756 is largely due to his efforts.

Realizing our loss is our Brother's gain, we desire to assure him of our hearty support, and we wish him unlimited success in his new undertaking.

DON E. IRWIN, Div. 756.

DIVISION 46 was very pleasantly sur-

prised by receiving a visit from Brother Sommerville, formerly a member of Div. 46, who, by reason of being employed in Panama, has affiliated with Div. 756, Canal Zone.

Brother Sommerville's mission here was not only to renew old acquaintance, but also to present to the Division two very beautiful gavels, the bodies of which were made from lignum-vitae wood obtained from the ties laid by the French in their first attempt to build the Panama Railroad.

The historical value of these gavels is further increased by the fact that the handles are made of black palm grown on the Isthmus, making a beautiful combination and a fit ornament for the lodge room of Div. 46.

The courtesy and good will shown by Brother Sommerville to Div. 46 is deeply appreciated by all of its members, who all join in wishing our "Bobbie" success in his efforts with Uncle Samuel in the big ditch at Panama. E. A. MONTAGUE.

On Sept. 28, at Gould's Hall, McDonoughville, La., the members of Crescent Div. 193, B. of L. E., were given a surprise in the form of an informal reception by the Sisters of Minerva Div. 305, G. I. A. to the B. of L. E., the occasion being the 27th anniversary of our Division. Besides the good Sisters of Minerva Division that were gathered to make the evening an enjoyable one, were the members of their families, and A. C. Hutchinson Div. 531, B. of L. E., and Helpmate Div. 377, G. I. A. to the B. of L. E.

Mrs. Dave Watkins, on behalf of Minerva Division, presented to Crescent Division a magnificent bouquet of carnations, which consisted of 27 of the favorite flowers, one for each of the years so successfully completed by the Division, and was received for the engineers by Acting Chief S. B. Smith, in the absence of Chief T. P. Higgins, who was unable to attend owing to illness, much to our regret. The bouquet was sent to him.

As a personal remembrance, Sister Watkins presented in a most befitting manner a beautiful altar scarf, which was most cordially received by Acting Chief Smith for the Brothers.

The evening's program was featured by several recitations and songs by the little Misses Albertine, Merlin McKee and Allen. Brother D. Benn of Hutchinson Division also made an interesting talk. Dainty refreshments were served and dancing enjoyed by everyone.

The evening was a most pleasant one to all participating, and the Brothers desire to thank Minerva Division most heartily for their kind remembrance, and wish them unbounded success in their future work.

Fraternally,
R. ENGLER, F. A. E. Div. 193.

TYGARTS VALLEY DIV. 284, Grafton, W. Va., held a very pleasant social and banquet on Tuesday evening, Sept. 14. The hostess of the evening was Miss Sarah Flanagan, one of our most charming and gracious young ladies, who presented the Division with a set of the latest design oxidized silver officers' badges, in a handsome morocco case, on which is a silver plate nicely engraved: "Presented to Tygarts Valley Div. 284, by Miss Sarah Flanagan, in honor of her brother, J. L. Flanagan, August, 1909."

Brother Flanagan is one of our bright young engineers who has recently been placed in regular passenger service on the mountain division, B. & O. R. R., between Grafton and Cumberland.

Bro. W. I. Rowland, master mechanic



BRO. JOHN L. FLANAGAN.

at Grafton shops, in a few well chosen words, made the presentation and placed the badges on the officers.

The Chief Engineer then called for a rising vote of thanks to the donor. Speech-making was then indulged in by many present, after which we partook of the refreshments spread for the occasion.

The F. A. E. presented each lady present with a souvenir spoon.

There were between 75 and 100 present who voted it a good time, with the hope that there may be a recurrence of the same in the near future.

G. A. DECK, F. A. E.



MISS SARAH FLANAGAN.

A PLEASANT farewell clambake was given September 18 by Bro. R. N. Eldridge, to bid adieu to one of the most ancient landmarks in this vicinity, called the High Bridge Farm, which Brother Eldridge purchased some years ago, and now sold to the Mica Specialty Company, who intend to use it for building and manufacturing purposes.

About 65 Brothers, Sisters and friends were at the table to do justice to the feast, and the many good things provided by our friend Johnny Morten, who is recognized in this ancient town of Old Dorp as a headliner in the matter of a

stone bake. Everybody seemed to enjoy the occasion to the fullest extent.

Next to the bake itself, the game of quoits between two teams representing Albany and Schenectady was the main attraction. The game was declared a tie, Captain Mrs. A. M. Carroll of the Albany team getting two horseshoes, and Captain Mrs. John S. Weeks of the Schenectadians getting a ringer.

The following were among those present:

R. N. Eldridge and family, Mrs. John S. Weeks and daughters, Mr. C. Whamer and wife, Mr. and Mrs. A. M. Carroll, Jimmy Lock and wife, Mr. and Mrs. J. Spink, Mr. and Mrs. Langner, Dick O'Connor, Mr. and Mrs. Rothmyer, Miss Rothmyer, Mr. and Mrs. Miller, Mr. and Mrs. Wm. Graper, Mr. and Mrs. Chas. Mink, Mr. and Mrs. Jackson Duncan, Mrs. Hausman and daughters, Mr. Ed Cheesbrough, Dave Arnald, Mr. and Mrs. Ed Montague, M. S. Vane, Mr. and Mrs. Wesley Miller, Mr. and Mrs. Lansing Torr, and Dick, the fellow with a leg shot off.

H. HOPPMAN.

A LOCOMOTIVE Engineers' building situated in the heart of St. Thomas, Ont., within two doors of the city hall, on the main business thoroughfare, stands as a splendid monument to the enterprise, industry and stability of the members of the Brotherhood of Locomotive Engineers in the railroad city of St. Thomas. This monument is in the form of what has turned out to be the finest looking and best equipped block in the city, erected by an organization known as the Locomotive Engineers' Company, Limited, which is composed wholly of members of three local Divisions of the B. of L. E., Nos. 132, 529 and 661. We are enabled to give the following description through the courtesy of Mr. Thos. Keith, city editor of the *St. Thomas Times*.

It is the culmination of years of agitation on the part of the engineers for up-to-date meeting quarters, this desire extending back, it is said, for a period of well-nigh 25 years.

It is now just a trifle over four years since the engineers' wives organized Queen Alexandra Division 362. G. I. A.,

and they lost no time in informing the men folks that the quarters occupied as a hall were not what they ought to be, and they gave them a broad hint to "get busy."

About this time Joseph J. Worden, Michigan Central engineer, of Div. 132, met with an accident while at work and a broken finger laid him off duty for 30 days.

While around the house, the idea of erecting a new building for the Brotherhood's purposes bothered Mr. Worden and this being aggravated by the hint from the ladies, he decided to take the Auxiliary's advice to "get busy." After giving the matter much thought he came to the conclusion that the Brotherhood could take no action as a body, but he perceived a solution of the difficulty by the formation of a joint stock company, the membership to be confined to the 350 members of their local Divisions, embracing the Michigan Central, Wabash and Pere Marquette Railways.

Mr. Worden called a meeting of the Divisions and the result was a decision to organize the Locomotive Engineers' Company. A board of directors was elected, with Mr. Worden as president, incorporation secured, all stock readily subscribed, and the erection of the building gone on with.

The building, which is three stories in height, occupies the whole of a lot 66 x 110 feet. The walls are of brick on cement foundations, the front being of red pressed brick, trimmed with gray stone, and the superstructure is of steel. Over the main entrance to the stairway are massive letters "B. of L. E." carved in stone; while, in the center, between the second and third floors, is placed a large stone on which is carved the bas-relief of a locomotive bearing the figures "1908" and around the engine the words "Locomotive Engineers' Building." The structure from the street presents an appearance which is by far the most striking in the whole city.

The good impression gained of the structure by the view from the exterior is more than sustained with the splendor, stability, and roominess seen on the interior. The ground floor is given over to

three large stores and to wide entrances to the stairways, both front and back.

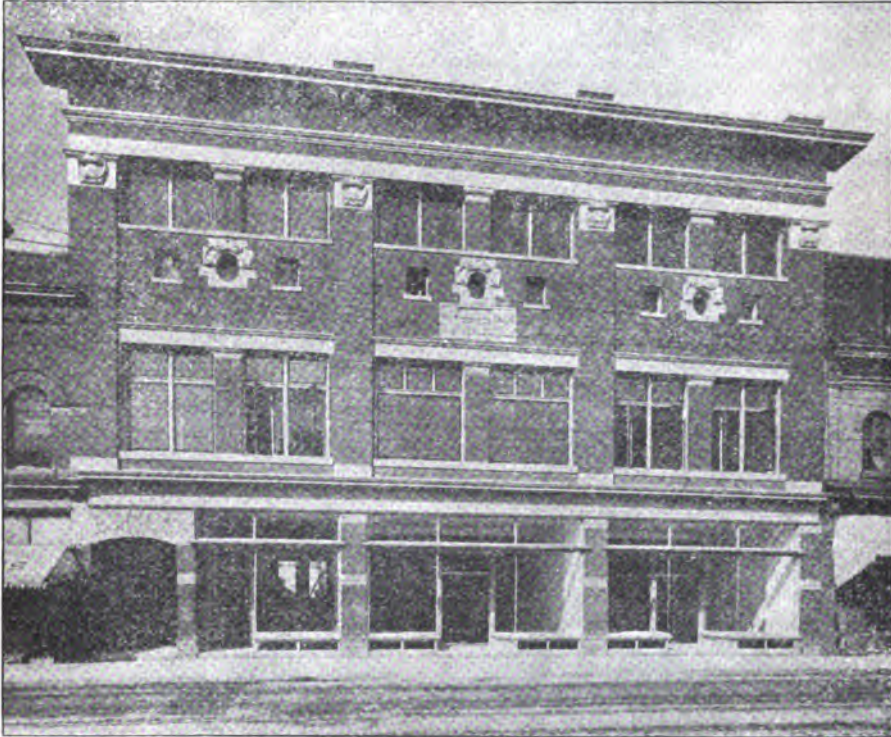
There is talk of starting a co-operative store in one of the rooms, all classes of railroad men being behind the movement, which has gone far enough to warrant the promoters making application to the legislature for incorporation.

Two massive stairways lead to the second floor, on which is located the largest and finest banqueting and dance hall in the western part of Ontario. This hall has a floor space of 4,300 square

electric bulbs, as well as by two huge combination gas and electric light fixtures.

A kitchen equipped with all the appliances for the preparation of luncheon or meals has been provided on this floor for the use of the Auxiliary members. This promises to be one of the most popular spots in the whole building.

On the third floor, also reached by the two massive oak stairs, the Brotherhood, as well as the Freemasons, will have their halls. The Masonic hall will be the



LOCOMOTIVE ENGINEERS' BUILDING, ST. THOMAS, ONT.

feet, and is so arranged that it can easily be converted into an auditorium, with a seating capacity of about 750. In addition to a large hall at the head of the stairways, the banqueting hall is well equipped with all the necessary dressing rooms for ladies and gentlemen and all other conveniences; while, at the rear is a hall which may be used as a dining-room, ante-room or reception hall.

The banqueting hall is finished in white enamel, with mahogany colored doors, and is lighted from the ceiling with 165

home of every lodge and branch of the craft in the city and has been most elaborately and appropriately decorated and finished. There is a large hall, the usual ante-rooms, etc., and a banqueting hall 20 x 50 feet.

The engineers' meeting place is also a model in the way of elaborateness, combined with comfort, the furnishings being of solid oak, with leather upholstering. It is finished in the same materials as the banqueting hall, and the lighting arrangements are perfect. The corridors

throughout the building are paneled with gum wood, mahogany finish.

In addition to the engineers, all the Brotherhoods, O. R. C., B. of R. T., and B. of L. F. & E., will meet in this hall, and it will become the home of all the railroad fraternities of St. Thomas.

The heating system will be steam, furnished from the city's electric light works. This is the city's first venture in selling steam as heat, but the plan promises to develop extensively, the demand for municipal heat following the engineers' lead being widespread.

N. R. Darrach, St. Thomas, is the architect in charge of the work, which costs in the neighborhood of \$40,000, exclusive of furnishings.

The building will be ready for occupancy November 1.

SPECIAL NOTICES

Smc. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

<i>Subdivision.</i>	<i>Subdivision.</i>
27—John Anderson,	140—W. E. Mason,
R L. Crane.	A. H. Brill.
140—O. W. Hooper,	

Wanted—To know the whereabouts of Bro. M. C. Flaherty, member of Div. 369, who when last heard from was in San Francisco, Cal. Kindly address Bro. A. McKay, member of Div. 241, Altoona, Wis.

Traveling card belonging to Bro. G. H. Johnson, member of Div. 719, has been lost. If presented for favors kindly take up and forward to Bro. J. W. Bealle, F. A. E. Div. 719, 1702 S. 4th avenue, Columbus, Miss.

Bro. Thos. J. Bult, F. A. E. Subdivision 222, reports that a man giving his name as Edward Lindsay was in possession of a traveling card which he claimed was issued by Div. 222, and states that they have no member by that name. If a card of this description is presented it should be taken up and forwarded to Brother Bult, 620 W. 3rd N. St., Salt Lake City, Utah.

Wanted—To know the whereabouts of James B. Ward, member of Subdivision 735, Guaymas, Mex., reported to have left that country for Chicago or some northern section. The description given is: weight, 200 pounds; height, about 6 feet; broad-shouldered; light blue eyes; light brown hair, somewhat curly; usually clean shaven. Please notify Mrs. Audrey Ward, Ontario, Cal., and Bro. T. S. Brooks, F. A. E. Div. 735 Box 72 Guaymas, Mexico

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., Oct. 5, killed in wreck, Bro. Chas. Tucker, member of Div. 1.

Detroit, Mich., Oct. 5, killed in wreck, Bro. Albert Wisemiller, member of Div. 1.

Fort Wayne, Ind., Oct. 4, struck by switch engine, Bro. P. T. Welsh, member of Div. 12.

Fort Wayne, Ind., Oct. 3, Bro. Danforth P. Eldred, member of Div. 12.

Rochester, N. Y., Oct. 3, Bro. Wm. H. Mahns, member of Div. 18.

Brazil, Ind., Sept. 27, paralysis, Bro. W. R. Shaw, member of Div. 25.

Phillipsburg, N. J., Sept. 12, Mrs. Mary E. Styers, wife of Bro. Adam H. Styers, member of Div. 30.

Port Jervis, N. Y., Oct. 12, Bro. John H. Larter, member of Div. 54.

Louisville, Ky., Oct. 8, Bright's disease, Bro. D. E. Kelly, member of Div. 78.

Columbus, O., Sept. 18, Bro. C. L. Howard, member of Div. 79.

East Deerfield, Mass., Oct. 5, typhoid fever, Bro. H. B. Clapp, member of Div. 112.

Niagara Falls, Ont., Can., Sept. 30, Bro. M. J. Burke, member of Div. 133.

Campbellton, N. B., Can., Oct. 6, killed in collision, Bro. John C. Morton, member of Div. 138.

Eliska, Ala., Sept. 26, tuberculosis, Bro. Earl V. Becker, member of Div. 140.

Carlin, Nev., Oct. 7, paralysis of the throat, Bro. Chas. D. Cameron, member of Div. 158.

Gloversville, N. Y., Oct. 4, heart disease, Bro. Frank Politch, member of Div. 172.

Chattanooga, Tenn., Oct. 3, injured in wreck, Bro. James T. Lewis, member of Div. 198.

Temple, Tex., Oct. 6, Bro. W. T. McGinnis, member of Div. 206.

Chicago, Ill., July 25, Bro. John G. Bauereisen, member of Div. 231.

Topeka, Kans., Aug. 22, apoplexy, Bro. Geo. K. Lusk, member of Div. 234.

Corning, N. Y., Sept. 16, typhoid fever, Bro. W. G. Johnson, member of Div. 244.

East Mauch Chunk, Pa., Oct. 9, killed in collision, Bro. Peter B. Young, member of Div. 257.

Albion, Pa., Oct. 4, suicide, Bro. J. F. Dean, member of Div. 282.

San Francisco, Cal., Sept. 2, Bro. Sam Smith, member of Div. 283.

Lorain, O., Sept. 4, paresis, Bro. D. Gethin, member of Div. 296.

Lorain, O., Sept. 24, broken back, Bro. John Ricks, member of Div. 296.

Dorchester, Mass., Sept. 23, Bright's disease, Bro. S. P. Wallen, member of Div. 312.

St. Albans, Vt., Sept. 22, paralysis, Bro. F. J. Church, member of Div. 330.

St. Albans, Vt., Sept. 16, accidental drowning.
Bro. Geo. Frost, member of Div. 330.

Pattee, N. H., Sept. 21, killed in collision, Bro.
Jno. P. Callahan, member of Div. 835.

Siloam Springs, Ark., Sept. 22, Wm. L. Winter,
father of Bro. Sam L. Winter, member of Div. 362.

Atlanta, Ga., Sept. 25, derailment of engine, Bro.
J. T. Lyons, member of Div. 368.

Richmond, Ind., Sept. 21, jaundice, Bro. John
Cooper, member of Div. 394.

Mt. Carmel, Ill., Oct. 2, run over by switch en-
gine, Bro. James Crowley, member of Div. 400.

Nashville, Tenn., Oct. 6, Bro. A. O. Neal, member
of Div. 478.

Cincinnati, O., Sept. 23, struck on the head by a
water spout, Bro. Geo. F. Moon, member of Div. 480.

Paris, Ky., Aug. 19, consumption, Bro. R. C. Tal-
bott, Jr., member of Div. 489.

Covington, Ky., Sept. 22, tuberculosis, Mrs. El-
mer Griffith, wife of Bro. Elmer Griffith, member of
Div. 492.

Meridian, Miss., Sept. 19, scalded, Bro. Virgil Mil-
ton, member of Div. 537.

Port Norfolk, Va., Sept. 8, Bro. Geo. J. Smith,
member of Div. 557.

Argenta, Ark., Sept. 20, injured in derailment of
engine, Bro. R. C. Yopet, member of Div. 585.

Houlton, Me., Sept. 29, killed in washout, Bro. C.
F. Keefe, member of Div. 588.

New York, N. Y., July 28, crushed between cars
and building, Bro. N. A. Johnson, member of
Div. 589.

Chicago, Ill., Oct. 9, injuries received in automo-
bile accident, Bro. A. J. Kearns, member of Div. 645.

Savannah, Ga., Sept. 9, pneumonia and blood
poison, Bro. M. H. Cooper, Sr., member of Div. 646.

Brunswick, Ga., Sept. 21, paralysis, Bro. W. H.
Brock, member of Div. 649.

Colorado Springs, Colo., Oct. 13, Bro. J. E.
Dempsey, member of Div. 665.

New Orleans, La., Sept. 15, stomach trouble,
Bro. Walter Miller, member of Div. 698.

Crane, Mo., Sept. 30, struck on head by a rock,
Bro. Thos. Conly, member of Div. 701.

Kansas City, Kans., Sept. 12, tuberculosis, Mrs.
Joseph McDonald, wife of Bro. Joseph McDonald
F. A. E. Div. 708.

Vancouver, Wash., Oct. 5, engine turning over
Bro. C. A. Bigby, member of Div. 758.

ADMITTED BY TRANSFER CARD

Into Division—

- 12—M. J. Smith, from Div. 221.
- 32—Wm. Smith, from Div. 186.
- 57—M. P. Hogan, from Div. 348.
- H. I. Lane, from Div. 312.
- 60—Geo. Beese, H. E. Chalmers, from Div. 525.
- 61—Thomas B. Temple, from Div. 418.
- 68—John J. Scanlon, from Div. 188.
- 98—C. D. Hicks, from Div. 610.
- A. T. Fordish, G. Herrin, from Div. 410.
- 104—J. E. S. Paxton, from Div. 45.
- C. H. Hamaker, from Div. 74.
- 110—I. H. Baughman, from Div. 158.
- 134—J. B. Tooker, from Div. 497.
- 135—E. P. Canfield, Jas. A. Van Dyne from Div. 54.

- 140—A. G. Smith, from Div. 697.
- 147—John F. Conley, from Div. 238.
- 154—John B. Caraway, from Div. 15.
- 188—A. J. Woerner, from Div. 422.
- 186—L. C. Dyer, from Div. 527.
- 187—C. M. Rogers, from Div. 604.
- R. H. Read, from Div. 427.
- 213—Frank Garvey, from Div. 211.
- 216—J. M. Douglas, from Div. 442.
- 231—P. J. Harber, from Div. 12.
- 238—O. B. McClelland, from Div. 502.
- Geo. E. Scott, from Div. 60.
- A. F. Teets, from Div. 402.
- 262—T. J. Harris, from Div. 624.
- 263—Seelye Titus, from Div. 166.
- 299—J. P. Smith, from Div. 482.
- 309—J. T. Courtney, M. C. Foster, from Div. 706.
- 328—L. C. Cross, from Div. 18.
- 344—Wm. Mathew, from Div. 550.
- Walter L. Reed, from Div. 300.
- 356—W. F. Ball, E. M. McKusick, from Div. 150.
- Wm. J. Vogel, J. H. Kuhn, from Div. 413.
- 366—Pres Harveson, John Roach, from Div. 680.
- 385—E. J. Wilson, from Div. 621.
- 386—Geo. M. Schwend, from Div. 436.
- 400—W. H. Nelson, from Div. 121.
- 415—G. B. Avery, from Div. 110.
- 431—A. C. Welch, from Div. 624.
- 432—H. D. Spinks, from Div. 698.
- 450—M. K. Morris, from Div. 223.
- 462—A. C. Seely, from Div. 501.
- B. M. Borthick, from Div. 262.
- Geo. B. Farrar, from Div. 299.
- 471—Dan J. Sullivan, from Div. 708.
- 486—E. H. Firman, from Div. 70.
- 504—Harry Hammond, from Div. 499.
- 517—G. T. Wilson, from Div. 237.
- 523—Wm. Powell, from Div. 501.
- 548—R. E. Hite, from Div. 4.
- 563—Lewis Benthel, from Div. 151.
- W. J. McKenna, from Div. 660.
- 554—J. E. Odem, from Div. 278.
- E. D. Smith, from Div. 754.
- 562—C. F. McGladdery, from Div. 68.
- 568—E. A. Harvey, from Div. 177.
- 571—E. Hinton, from Div. 587.
- 589—Andrew Wilson, from Div. 77.
- H. H. Caldwell, from Div. 205.
- 590—Charles J. Wilson, from Div. 293.
- 595—E. D. Chaille, from Div. 25.
- 600—O. Murphy, F. G. Stewart, from Div. 146.
- 609—Wm. A. Brown, Jno. F. Reed, from Div. 589.
- 614—A. W. Hopkins, from Div. 497.
- 660—Chas. H. Shuey, from Div. 108.
- 669—J. H. Corp, from Div. 192.
- 697—D. L. Williams, Paul J. Scott, T. W. Gibson,
H. K. Hill, W. E. Williams, T. M. Wood, F.
Streibrick, R. E. Maynard, from Div. 140.
- 706—A. K. Hall, from Div. 140.
- H. L. Andrews, from Div. 648.
- 708—Frederick W. Hanchett, Geo. L. Forbes, Lee
Parrish, from Div. 846.
- 709—Anson Cain, from Div. 68.
- 713—E. C. Bentley, from Div. 147.
- E. L. Beas, from Div. 192.
- C. E. McMeans, from Div. 251.
- D. O. Bresee, from Div. 188.
- 724—H. W. Grube, from Div. 606.
- 726—Burr B. Skinner, from Div. 102.
- 734—Walter E. Dodge, from Div. 41.
- 748—Fred J. Gilbert, Wm. F. Remington, from
Div. 591.
- 753—Walter Gardiner, from Div. 486.
- 758—A. E. Bodey, from Div. 499.
- John B. Kimball, from Div. 69.
- 769—J. E. Mims, from Div. 648.
- 774—A. H. Brown, from Div. 735.
- 777—E. R. Price, from Div. 187.
- 781—Wm. Fortune, from Div. 239.
- S. F. Allen, from Div. 301.
- 783—Clarence H. Varian, Jos. M. Losee, H. J.
Hedden, John H. Duncan, Harbison Hutch-
inson, John M. Harding, from Div. 145.
- 785—L. C. Adkins, E. G. Aldrich, A. H. Bailey, H.
C. Jacobs, R. E. Jackson, W. F. Loving, H. P.
Martin, M. G. McRule, M. W. Reid, A.
Straightuff, J. D. Surber, H. L. Scott, J. W.
Willson, from Div. 101.
- A. W. Andrews, T. J. McGoldrich, Chas. Reid,
from Div. 401.
- R. F. Hastings, J. B. Thomas, from Div. 714.

WITHDRAWALS

From Division—

68—Chas. Chambers.
93—Thos P. Gravett.
158—Dw't L. M. Voorhes
232—I. Q. Froese.

From Division—

422—C. C. Taylor.
451—Wm. Cordingly.
616—F. C. Charlson.

REINSTATEMENTS

Into Division—

6—James Malone.
71—James K. Heller.
91—Octave Bundock.
97—E. J. Crook.
A. L. Hyde.
121—W. H. Nelson.
134—J. M. Murphy.
147—E. C. Bentley.
155—C. F. Garrison.
182—J. J. Griffin.
190—R. W. Williams.
220—Niel Yonkers.
230—D. Coker.
253—E. M. Keith.
261—T. S. McDonald.
283—Geo. W. Harvey.
284—Edgar Foy.

Into Division—

299—W. C. Campbell.
301—F. A. Smith.
338—W. F. Leininger.
388—V. N. Davis.
445—C. A. Studebaker.
489—W. H. Heckman.
555—Bert Hicks.
570—Chas. Marshall.
624—T. J. Harris.
I. C. Gilles.
628—W. P. Wright.
648—C. E. Nix.
674—W. A. Layman.
690—Frank Kerrigan.
703—W. L. Walters.
718—E. J. McCutcheon.
749—G. Gamas.

EXPELLED

FOR NON-PAYMENT OF DUES.

From Division—

44—F. M. Dalley.
75—Wm. M. Rogers.
172—Geo. W. Morgan.
205—E. C. Jones.
Timothy Looney,
Geo. E. Swain.
209—M. E. Duxstad.
285—Harry J. Taylor.
286—John Spoon.
G. W. Arlist.

From Division—

312—W. W. Grimshaw.
328—W. H. Forney.
489—Frank Anderson.
557—W. O. Shipp.
C. W. Buchanan.
575—J. C. Yancey.
624—Jessie Britton.
640—O. C. Moreland.
674—Frank Goodin.
753—Fred Goudrean.

FOR OTHER CAUSES.

6—A. B. Clark, non-payment of dues and forfeiting insurance.
29—W. H. Graham, non-payment of dues and forfeiting insurance.
37—Ed Grissom, A. C. Hull, forfeiting insurance and non-payment of dues.

75—Jos. G. Barnes, Paul W. Gebhart, non-payment of dues and forfeiting insurance.

84—E. H. Cummings, E. L. Frico, forfeiting insurance.

140—A. H. Brill, forfeiting insurance and non-payment of dues.

145—John Garrity, non-payment of dues and failing to take out insurance.

149—Wm. J. Heimbach, forfeiting insurance.

152—L. M. Otter, forfeiting insurance.

159—A. H. Gale, dropping insurance.

J. A. Rafferty, L. H. Stagers, dropping insurance and non-payment of dues

180—J. S. Hamilton, unbecoming conduct.

205—C. R. Heckman, non-payment of dues and forfeiting insurance.

240—Adam L. Watt, non-payment of dues and forfeiting insurance.

249—C. G. Ottow, violation of obligation.

252—James W. Treadway, Fred C. Brandt, non-payment of dues and forfeiting insurance.

259—Albert Frey, unbecoming conduct.

262—D. A. Lingle, non-payment of dues and not corresponding with Division.

265—J. P. Lawrence, non-payment of dues and not corresponding with Division.

286—Chas. Smith, non-payment of dues and forfeiting insurance.

C. Lynch, intoxication.

318—F. C. Kean, forfeiting insurance.

343—Thos. Davis, forfeiting insurance.

377—Chas. Feemey, non-payment of dues and forfeiting insurance.

415—S. D. Thompson, James Carlton, non-payment of dues and forfeiting insurance.

422—F. H. Knapp, non-payment of dues and forfeiting insurance.

436—H. T. Ardelott, unbecoming conduct.

498—M. J. McIntyre, J. J. Metzger, J. W. Crawford, forfeiting insurance and non-payment of dues.

570—Fred Slater, dropping insurance.

589—F. S. Taylor, non-payment of dues and forfeiting insurance.

613—Thos. Cherrington, non-payment of dues and forfeiting insurance.

624—C. L. Van Valor, forfeiting insurance.

J. E. Barnwell, not taking out insurance.

683—L. B. Saunders, forfeiting insurance and non-payment of dues.

703—W. D. Moore, forfeiting insurance.

781—J. W. Crotty, forfeiting insurance and failure to correspond with Division.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

OLD ADDRESS.

Postoffice.....State.....

☒ Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 869-871.

SERIES I.

OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, NOV. 1, 1909.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.—You are hereby notified of the death or disability of the following members of the Association:

Three assessments for payment of these claims are hereby levied and Secretaries ordered to collect 75c from all who are insured for \$750, \$1.50 from all who are insured for \$1,500, \$3.00 from all who are insured for \$3,000, and \$4.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 15th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
813	R. F. Schott	30	339	Aug. 3, 1903	Sept. 4, 1908	Blind right eye	\$1500	Self.
814	Edward Furber	41	103	Feb. 11, 1893	Aug. 11, 1909	Left foot amput'd.	1500	Self.
815	Wm. G. Korb	42	568	May 28, 1904	Sept. 2, 1909	Killed	1500	Ella J. Korb, w.
816	Samuel Smith	53	283	July 25, 1892	Sept. 2, 1909	Heart failure	1500	Mrs. Samuel Smith, w.
817	Chas. C. Adolph	29	693	May 1, 1906	Sept. 5, 1909	Anaemia	1500	Paula H. Adolph, w.
818	D. W. Choate	40	494	June 22, 1902	Sept. 6, 1909	Nephritis	1500	Harriet Choate, w.
819	J. W. Shuck	50	616	Feb. 16, 1904	Sept. 8, 1909	Left leg amput'd.	1500	Self.
820	Geo. J. Smith	52	557	Sept. 11, 1891	Sept. 8, 1909	Diabetes	3000	Mrs. Geo. J. Smith, w.
821	Robt. L. Moore	34	672	July 4, 1903	Sept. 9, 1909	Acute nephritis	1500	Mary Moore, sister.
822	W. K. Norwood	41	449	May 10, 1905	Sept. 12, 1909	Heart disease	1500	Lillie L. Norwood, w.
823	Jesse Tarkington	44	129	Apr. 23, 1901	Sept. 15, 1909	Killed	4500	Lena Tarkington, w.
824	George Frost	35	330	Mar. 22, 1908	Sept. 15, 1909	Drowned	1500	Elizabeth H. Frost, w.
825	Geo. W. Kimmel	52	437	May 15, 1897	Sept. 16, 1909	Right foot amput'd	750	Self.
826	Chas. L. Howard	58	79	Aug. 1, 1898	Sept. 18, 1909	Uremia	3000	Nephew, bro. & heirs.
827	Lafae Fyfe	39	754	June 14, 1903	Sept. 19, 1909	Left leg amput'd.	1500	Self.
828	Virgil Melton	48	537	Mar. 19, 1899	Sept. 19, 1909	Killed	1500	Louisa Melton, w.
829	John W. Guill	41	438	Mar. 9, 1891	Sept. 19, 1909	Tuberculosis	1500	Mrs. J. W. Guill, w.
830	R. C. Yost	51	585	Feb. 25, 1906	Sept. 20, 1909	Killed	1500	Mary Yost, w.
831	W. A. Bettis	57	725	Feb. 18, 1897	Sept. 21, 1909	Cerebral apoplexy	3000	Maggie Bettis, w.
832	John P. Callahan	45	335	Feb. 16, 1902	Sept. 21, 1909	Killed	4500	Wife and children.
833	W. H. Brock	46	619	Oct. 15, 1892	Sept. 21, 1909	Paralysis	1500	Wife and children.
834	Fred J. Church	38	330	Sept. 26, 1898	Sept. 22, 1909	Paralysis	1500	Ida Church, w.
835	Oliver Mixon	29	729	June 19, 1904	Sept. 22, 1909	Malarial hemat'ria	1500	Ida A. Mixon, w.
836	S. Perry	34	375	Dec. 2, 1900	Sept. 23, 1909	Killed	1500	Pearl Perry, w.
837	S. P. Wallen	55	812	May 7, 1892	Sept. 23, 1909	Bright's disease	1500	Mrs. S. P. Wallen, w.
838	Geo. F. Moon	43	430	Apr. 2, 1903	Sept. 23, 1909	Killed	1500	Ida M. Moon, w.
839	John Ricks	49	296	Nov. 12, 1899	Sept. 24, 1909	Killed	3000	Annie Ricks, w.
840	Jno. H. Woodruff	47	281	June 4, 1894	Sept. 24, 1909	Left eye removed.	4500	Self.
841	Naun H. Lyons	47	368	Apr. 3, 1904	Sept. 25, 1909	Killed	2250	Nannie L. Lyons, w.
842	Earl V. Becker	27	140	Oct. 14, 1906	Sept. 26, 1909	Tuberculosis	1500	Katie Becker, w.
843	Wesley B. Shaw	74	25	Oct. 5, 1889	Sept. 27, 1909	Paralysis	1500	Nancy A. Shaw, w.
844	D. B. Riley	41	161	Nov. 23, 1897	Sept. 28, 1909	Left leg amput'd.	4500	Self.
845	Phillip Ginter	36	67	Dec. 5, 1891	Sept. 28, 1909	Apoplexy	1500	Mrs. Phillip Ginter, w.
846	Chas. N. Gorman	36	562	Apr. 18, 1904	Oct. 1, 1909	Right arm amput'd.	1500	Self.
847	Jas. Crawley	56	400	Sept. 23, 1890	Oct. 2, 1909	Killed	1500	Mrs. Jas. Crawley, w.
848	T. P. Benjamin	49	688	Apr. 4, 1892	Oct. 2, 1909	Chronic nephritis	1500	Mary E. Benjamin, w.
849	Wm. H. Mahns	32	18	Mar. 14, 1908	Oct. 3, 1909	Severe burns	4500	Emily J. Mahns, w.
850	D. P. Eldred	71	12	Oct. 31, 1887	Oct. 3, 1909	Inflamati'n of liver	4500	Mrs. D. P. Eldred, w.
851	Jas. T. Lewis	42	198	Apr. 26, 1908	Oct. 3, 1909	Killed	1500	Lizzie Lewis, w.
852	J. F. Dean	45	282	July 3, 1901	Oct. 4, 1909	Suicide	1500	Esther Dean, w.
853	F. Poltsch	30	172	Nov. 19, 1905	Oct. 4, 1909	Heart failure	1500	Father and mother.
854	P. T. Welsh	65	12	July 16, 1888	Oct. 4, 1909	Killed	1500	Hannah M. Welsh, w.
855	C. W. Tucker	52	1	Aug. 14, 1892	Oct. 5, 1909	Killed	1500	Mrs. C. W. Tucker, w.
856	Albt. Wisemiller	46	1	Oct. 1, 1905	Oct. 5, 1909	Killed	1500	Libbie Wisemiller, w.
857	Howard B. Clapp	33	112	Mar. 25, 1904	Oct. 5, 1909	Typhoid fever	1500	Almyra C. Clapp, w.
858	H. F. Hart	50	123	June 2, 1901	Oct. 6, 1909	Killed	1500	Ida Hart, w.
859	A. O. Neal	27	473	July 22, 1907	Oct. 6, 1909	Killed	4500	Alice Neal, w.
860	John Morton	51	138	Jan. 21, 1890	Oct. 6, 1909	Killed	1500	Mrs. J. Morton, w.
861	W. T. McGinnis	51	206	Nov. 16, 1896	Oct. 6, 1909	Killed	1500	Mary McGinnis, w.
862	E. R. Brewer	78	273	Feb. 1, 1887	Oct. 7, 1909	Uremia	3000	Daughters.
863	C. A. Bigby	40	758	July 21, 1901	Oct. 6, 1909	Killed	1500	Eleonors Bigby, w.
864	Chas. D. Cameron	43	158	Nov. 16, 1906	Oct. 7, 1909	Paralysis	1500	Lizzie M. Cameron, w.
865	D. E. Kelley	52	78	Jan. 8, 1887	Oct. 8, 1909	Heart disease	1500	Mrs. D. E. Kelley, w.
866	George W. Snook	54	36	Feb. 25, 1893	Oct. 9, 1909	Cancer	3000	Mrs. G. W. Snook, w.
867	Peter B. Young	39	257	June 9, 1907	Oct. 9, 1909	Killed	3000	Martha Young, w.
868	W. H. Hansberger	40	707	Jan. 28, 1901	Oct. 12, 1909	Killed	1500	Maggie Hansberger.
869	John H. Larter	45	54	Jan. 28, 1908	Oct. 12, 1909	Killed	3000	Betsy Larter, w.
870	J. E. Dempsey	45	665	Jan. 2, 1906	Oct. 13, 1909	Killed	1500	Tacy A. Dempsey, w.
871	Frk McDonough	47	474	Sept. 2, 1905	Oct. 14, 1909	Killed	1500	Annie McDonough, w.

Total number of claims, 69. Total amount of claims, \$121,500.

Financial Statement.

CLEVELAND, O., Oct. 1, 1909.

MORTUARY FUND FOR SEPTEMBER.

Balance on hand.....	\$182,185 87
Paid in settlement of claims.....	150,750 00
Surplus.....	\$ 11,435 87
Received by assessments 705-708 and back assessments.....	\$138,665 53
Received by assessments 790-792.....	596 07
Received from members carried by the Association.....	1,950 45
Interest for September, 1909.....	362 03
	\$141,574 08
Balance in bank Sept. 30, 1909.....	\$153,009 95

EXPENSE FUND FOR SEPTEMBER.

Balance on hand.....	\$ 4,706 14
Received from fees.....	217 98
Received for special.....	213 00
Interest from April 1 to Sept. 30, 1909.....	176 68
Balance.....	5,313 80
Expenses during month of Sept., 1909....	2,626 45
Balance in bank Sept. 30, 1909.....	\$ 2,687 35

Statement of Membership.

FOR SEPTEMBER, 1909.

Classified represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessments 705-708.....	2,787	33,742	14,170	2,485
Members from whom as- sessments 705-708 were not collected.....	339	2,294	546	5
Members carried by the Association.....	4	163	342	28
Applications and rein- statements received during month.....		112	70	26
Totals.....	3,130	36,311	15,128	2,544
From which deduct poli- cies terminated by death, accident, or otherwise.....	7	106	40	4
Total membership Sept. 30, 1909.....	3,123	36,205	15,088	2,540
Grand total.....				56,966

Weekly Indemnity Claims Paid October 1, 1909.

Cl'm	Div.	Name	Amt. Paid	Cl'm	Div.	Name	Amt. Paid
*194	301	Chas. E. Jones, Adv.	\$350 00	224	232	J. R. Baldridge.....	211 43
*195	599	F. Wright, Adv.	325 00	235	251	Elmer F. Shear.....	28 57
*196	748	F. S. Simmons, Adv.	200 00	236	476	C. O. Webber.....	62 86
197	358	Frank C. Pease.....	22 86	237	563	A. L. Cooper.....	51 43
*198	199	Earl Z. Victor, Adv.	80 00	238	738	Thos. Carr.....	108 57
199	20	Wm. H. Green.....	60 00	239	212	Jas. W. Pafford.....	11 43
200	17	Jos. J. Smith.....	162 86	240	86	W. T. Wray.....	40 00
201	446	C. O. Rydholm.....	51 43	241	372	M. Dollhausen.....	15 00
202	578	P. J. Clements.....	28 57	242	88	Andrew Liddell.....	37 14
203	8	Frank Stone.....	40 00	243	770	F. D. Hamilton.....	65 71
204	86	C. R. Hulen.....	37 14	244	385	Pearl M. Harding.....	42 86
205	488	C. W. Franks.....	62 86	245	689	A. Detamore.....	80 00
206	181	E. E. Ratger.....	650 00	246	39	George Tierney.....	25 71
207	427	H. Ormston.....	25 71	247	724	N. L. Van Gent.....	30 00
208	445	James Moore.....	47 14	248	500	J. J. Templeton.....	17 14
209	203	B. B. Stockwell.....	21 43	249	501	M. E. Finegan.....	109 29
210	115	C. M. Thompson.....	20 00	250	568	E. Hanks.....	20 00
211	401	David Akers.....	78 57	251	487	L. A. Buchanan.....	11 43
212	232	F. P. Turner.....	62 86	252	183	Elmer E. Fair.....	28 57
213	86	A. W. Kincaid.....	85 71	253	265	G. A. Brodgon.....	4 29
214	179	Wm. J. Potter.....	14 29	254	265	W. L. Mitchell.....	15 71
215	471	A. R. Cannady.....	17 14	255	301	Jno. J. Chapman.....	40 00
216	500	D. Ross.....	20 00	256	511	J. Q. Payne.....	14 29
217	195	Erick Walseth.....	20 00	257	448	Jos. Kipps.....	28 57
218	262	H. L. Morgan.....	14 29	258	408	Henry H. Hill.....	21 43
219	209	F. L. Hindle.....	217 14	259	78	Dianey Ryan.....	54 29
220	595	A. L. Philipson.....	42 86	260	278	C. F. Edrington.....	20 00
221	539	Lee E. Turner.....	15 00	261	556	H. S. Russell.....	85 71
222	146	Ralph Graft.....	25 71	262	383	Albert Crase.....	122 86
223	251	T. E. Hawksworth.....	42 86	263	93	J. T. Baxter.....	140 00
224	251	O. B. Jewett.....	57 14	264	141	G. A. Kuhn.....	34 29
225	559	H. T. Simkin.....	71 43	265	39	E. R. Day.....	42 86
226	398	C. F. Scheltterlein.....	45 71	266	515	Henry C. Lydick.....	28 57
227	80	G. G. Ellsworth.....	57 86	267	600	Myles Kelleher.....	780 00
228	232	Wm. Campbell.....	28 57	268	177	O. E. Kuhn.....	282 86
229	218	Henry Hinkle.....	140 00	179	93	C. Robertson, Error.....	20 00
230	445	Thos. Lyons.....	65 71	*776	260	G. O. Redmond, Adv.	180 00
231	556	J. H. Easley.....	48 57	818	372	L. E. Leighton, Bal.	188 57
232	602	W. H. Ryan.....	15 00	*953	523	C. R. Kimbro, Adv.	80 00
233	432	S. T. Watkins.....	80 00				\$6632 86

Total number of Weekly Indemnity Claims.....72

*Number of advance payments on Claims.....6

Error of \$20 in Claim 179 reported paid Sept. 1, 1909.

Total number of Death Claims, 0.

Weekly Indemnity Claims paid from Dec. 1, 1906, to Sept. 1, 1909.....\$90,333 16

Indemnity Death Claims paid from Apr. 1, 1907, to Sept. 1, 1909.....60,000 00

\$150,333 16 156,966 02

W. E. FUTCH, President

M. H. SHAY, Gen'l Sec'y & Treas.

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Tidings of Great Joy.

And, lo, the angel of the Lord came upon them, and the glory of the Lord shone round about them: and they were sore afraid. And the angel said unto them, Fear not: for, behold, I bring you good tidings of great joy, which shall be to all people. For unto you is born this day in the city of David a Savior, which is Christ the Lord. And this shall be a sign unto you; Ye shall find the babe

wrapped in swaddling clothes, lying in a manger. And suddenly there was with the angel a multitude of the heavenly host praising God, and saying, Glory to God in the highest, and on earth peace, good will toward men. Luke ii : 9-14.

The Christmas Feast.

Bring holly leaves of purest green,
The Christmas feast is bravely set,
And over all the earth I ween
The countless Christmas guests are met.
—Charles Dickens.



A CHILD IS BORN THIS DAY IN THE CITY OF DAVID.

Historic Monterey, Mex., Devastated.

Monterey (Mon-ta-ra), Mex., founded in 1599, the capital of Nuevo Leon, on the San Juan, a tributary of the Rio Grande del Norte, at the head of a large and beautiful valley 85 miles east by north of Saltillo, stands on a plateau 1,626 feet above the level of the sea; has well paved streets; houses of stone in the Moorish style, with flat roofs, and is the most important place in northern Mexico. Near it are gold, silver and lead mines, and as a railway center it commands a large trade.

In the early part of the war between

that quarter, while the main body of the army were to make a diversion against the center and left of the town by batteries erected during the night. In the morning these batteries opened upon the city, which replied by a heavy fire from the citadel and other works. The lower part of the city was assaulted and entered by the Americans and a Mexican work of great strength captured after hard fighting by a brigade under General Quitman. General Butler also entered the town at another point with the First Ohio Regiment. Meanwhile, General North carried the heights south of the river and the Saltillo road, and turned the guns of



THE FLOOD AT MONTEREY, AUG. 28, 1909, SAN LUISITO BRIDGE IN THE DISTANCE.

Courtesy Bro. J. Wood, Div. 614.

the United States and Mexico, Monterey, which occupies a strong natural position and was well fortified by art, was held by about 10,000 regular Mexican troops. In August, 1846, General Taylor with a force of 6,625 American troops, mostly volunteers, marched from Matamoras to attack; and on the 9th of September he encamped within three miles of the place. Ten days were spent in reconnoitering, and on the afternoon of the 19th of September General North was ordered to march with his division around the hill occupied by the bishop's palace and to take a position on the Saltillo road, and to carry the enemy's detached works in

the Mexican works in that quarter upon the bishop's palace. The Mexicans evacuated the lower part of the city during the night and early next morning General North stormed the height overlooking the bishop's palace, and by noon that stronghold itself was taken by the Americans and its guns turned upon the flying defenders. The houses of the city being solidly built and capable of defense, and the streets strongly barricaded, the Americans were forced to take each house in succession by breaking through the walls till they reached the principal plaza. The conflict lasted till the 23d, the Mexicans contesting every foot of ground till noth-

ing remained in their possession but the citadel. On the morning of the 24th General Ampudia capitulated and was allowed with his army to march out with the honors of war. It was a small town then of perhaps 15,000 souls, but in 1900 had grown to 72,500.*

On August 27, 1907, in the quiet of the night, the most disastrous storm Mexico has experienced for many years came to this section of Mexico, the water rushing down the mountain side to the valley, swelling the Santa Catarina River, which rushed down the valley at floodtide, striking the old historic town of Monterey at 2 o'clock in the morning, and the rush of

completed a situation of horror witnessed by those of the 75,000 inhabitants who were out of the water's reach, that cannot be described.

The greatest loss of life occurred in the suburb of San Luisito, situated on the opposite side of the river on lower ground and inhabited by many of the poorer class, whose houses were one story adobe and seemed to melt with the great rush of water, and the occupants were swept from the roof or buried beneath the ruins.

We are indebted to Bro. Joe Wood, F. A. E. of Subdivision 614, Monterey, for the photographs from which the



SCENE FROM PARISIMO PLAZA DURING FLOOD.—Courtesy Bro. J. Wood, Div. 614.

water was so sudden and great that a large number of the inhabitants could not get to safety in time to save their lives.

The electric light plant was soon put out of commission, adding total darkness to the horror of the situation.

The flood increased until it reached a height never before known. The river reached a width of a mile and a half and the current was so swift that assistance could not be rendered those who sought refuge in and on the tops of the houses in the submerged part of the city, and the roar of the onrushing water, the falling buildings, and the cry of helpless victims,

accompanying half-tone illustrations were made, and he writes that 4,000 lives were lost in and about Monterey, among them the wife and son of Bro. B. F. Slater, of Div. 453, and that 90 blocks of buildings were washed away in Monterey, the loss running into millions.

The railroads lost heavily in roadbed and bridges, the farmers in stock and crops; but Monterey is an important commercial center of commerce and mining, and with the help which was readily extended to them, evidence of the destruction of August 27 and 28 will soon fade, leaving little behind but the memory of those who lost their lives. So goes the commercial world.—EDITOR.

*Reference Encyclopedia Americana.

Christmas.

While the Christmas bells are ringing out the message of good will
And the echoes fling the tidings over ev'ry vale and hill;
While the Christmas star is shining with a radiance the same
As it had that wondrous morning when the blessed Christ Child came;
When we raise our voices, singing songs of earnest, loving praise
For the joys that lie about us, making bright our earthly ways—
Let us give a thought to others who in joy have little part
Till we've learned the blessed lesson—keeping Christmas in the heart.

In some home with gloom o'ershadowed spread the cheerful Christmas glow;
To some child, some weeping widow, working out a wretched lot
Take a share of Christmas blessing—show them God has not forgot.
Just divide your Christmas blessings, give unfortunates a part,
And you'll double joys of Christmas—keeping Christmas in the heart. W. M. M.

The Day We Celebrate.

Christmas is love's festival. Set apart for the commemoration of God's gift of His Son it has grown into a great holi-



RUINS ON HUMBOLDT STREET AFTER THE FLOOD, ONE OF THE PRINCIPAL STREETS.

Courtesy Bro. J. Wood, Div. 614.

Hark! above the Christmas carols hear the children's plaintive cry;
Hear the broken sobs of widows doomed by pestilence to die
In the tenements so fetid; victims of inhuman greed;
Slaughtered to the God of Mammon—they for Justice vainly plead.
See the pallid little faces, hear them vainly beg for crumbs;
See the noisome hives of humans where no Christmas ever comes.
You who have enough of blessings ne'er can have a rightful part
In the real joys of Christmas till you've Christmas in the heart.
While the Christmas bells are ringing out their messages so clear,
Go ye out among your fellows, spread the gospel of good cheer.
From some heart bowed down in sorrow lift the bitter load of woe;

day which is observed throughout Christendom by rich and poor alike. Even those who refuse to take upon themselves the vows of any church are constrained to join in the beautiful custom which makes both parents and children look forward to this day with pleasant anticipations.

For weeks before December 25 busy hands are at work, tiny savings banks are gathering in their sacred store and eager expectancy is written upon the faces of the young. To the boys and girls Santa Claus is a sort of composite donor who monopolizes the distribution of presents and who, reading the minds of his little friends, rewards the good (and all are good just before Christmas) with

the very toys that they themselves have selected, while the older ones learn by experience that it is more blessed to give than to receive. Back of Christmas and the Christmas present is love, and the broad, brotherly love taught and exemplified by the Nazarene is not content with the remembrances which are exchanged as tokens of affection between members of the family and between intimate friends; it is compelling a widening of the circle to include the poor and the needy though not of kith or kin.

What an instructor love is! How it

added an all-pervading love that includes every member of the human race. Even enemies are not beyond the bounds of this love, for man's puny arms are not strong enough to break the bonds that unite each son of God to all his brethren.

"Love is not stupid," says Tolstoy. It makes known to us our duty to our fellows and it will some day rule the world. Force is the weapon of the animal in us; after it comes money, which the intellect employs, sometimes for good, sometimes for harm. But greater than all is love,



SAN LEO CHURCH, MONTEREY. TOWER FELL DURING FLOOD.—Courtesy Bro. J. Wood, Div. 614.

develops the one of whom it takes possession! When once it is awakened it dissolves all opposition. Dr. Parkhurst, the New York clergyman, in illustrating the difference between force and love, said (quoted from memory) "that force is the hammer which can break a block of ice into a thousand pieces but leaves each piece still ice, while love is the ray of sunlight which, though acting more slowly and silently, melts the ice in humanity."

At this season of the year our thoughts turn to the contemplation of the new degree of love revealed to the world by Jesus. To the love between members of the family and love between friends He

the weapon of the heart. It is a sword that never rusts, neither does it break, and the wounds that it leaves are life-saving, not life-destroying. No armor can withstand its pierce and no antagonist can resist it.

But why try to define this love or to measure its scope? Paul the apostle, in his first epistle to the Corinthians, describes it in language to which nothing can be added and from which nothing can be taken. Let his words suffice:

"If I speak with the tongues of men and of angels, but have not love, I am become sounding brass or clanging cymbal. And if I have the gift of prophecy, and know all the mysteries and all know-

edge; and if I have all faith, so as to remove mountains, but have not love, I am nothing. And if I bestow all my goods to feed the poor, and if I give my body to be burned, but have not love, it profiteth me nothing. Love suffereth long, and is kind; love envieth not; love vaunteth not itself, is not puffed up, doth not behave itself unseemly, seeketh not its own, is not provoked, taketh not account of evil; rejoices not in unrighteousness, but rejoiceth with the truth; beareth all things; believeth all things, hopeth all things, endureth all things. Love never faileth; but whether there be prophecies,

The Origin of Christmas Customs.

There are a few things in existence today which have not been changed or molded in the minds of progress. One by one legends and customs have been disproved and overthrown, yet none has dared attack the legends and the customs sacred to Christmastide. Here and there a savant has tried to prove that December 25 does not mark the birthday of Christ. Men and women read, smile and pass on.

The time of year corresponding to our Christmas has always been a period of



SAN LUISITO BRIDGE BEFORE THE FLOOD, MONTEREY, MEX.—Courtesy Bro. J. Wood, Div. 614.

they shall be done away; whether there be tongues, they shall cease; whether there be knowledge, it shall be done away with. For we know in part, and we prophesy in part, but when that which is perfect is come, that which is in part shall be done away. When I was a child, I spake as a child, I felt as a child, I thought as a child; now that I am become a man I have put away childish things. For now we see in a mirror, darkly; but then face to face; now I know in part; then shall I know even as also I have been known. But now abideth, faith, hope, love, these three; and the greatest of these is love."

rejoicing. It marks the winter solstice. The days begin to lengthen, and the sun no longer journeys away from earth, but enters upon his return. It is a promise of renewed strength and warmth, of the approach of the summer days, and men hailed these signs with every expression of gladness.

In Rome, the Saturnalia, or feast of Saturn, fell at about the same time as our Christmas, and it marked the greatest festival of the Roman year. The city abandoned itself to gayety. Universal mirth was the order of the day; friends feasted friends, and foes were reconciled. There were no slaves, no masters; all

social distinctions were laid aside. Work was stopped throughout the city, and no war was ever entered upon at this time.

The tree, as the emblem of life, also figured conspicuously in the earlier religions. In Egypt, the palm tree put forth a new shoot each month, and at the time of the winter solstice it was the custom among the Egyptians to decorate the house with a branch of palm bearing 12 shoots. In Rome the fir tree was regarded with veneration, and during the Saturnalian festivities the hall and houses were hung with evergreen boughs.

In England, in the days of the Druids,

ness had striven to typify. So they adapted the old customs of their ancestors to the new order of things.

Among Northern European tribes a great fir tree was set up in each household at Christmastide. At its base were placed representations of Adam and Eve, in the branches coiled the serpent, and on the topmost bough gleamed a candle, symbolizing that "Light of the World" through whom alone was victory over the serpent possible.

The Christmas tree was introduced into England by Prince Albert of Saxe-Coburg-Gotha, consort of Queen Victoria. From the palace the custom spread,



THE SAN LUISITO BRIDGE AFTER THE FLOOD AT MONTEREY, MEX.—Courtesy Bro. J. Wood, Div. 614

the houses were decked with evergreens in order that the sylvan spirits might appear to appropriate their grateful shelter and remain protected from the nipping frost and the icy winter winds.

Farther to the north, the wild Teuton tribes worshiped their god in wooded places, and looked upon the fir tree as his sacred emblem. The period corresponding to the Roman Saturnalia was the festival of Thor. Among these peoples the festivity was known as Yuletide.

When Christianity spread abroad, men knew that in the story of Christ's nativity was realized what they in their blind-

until now the Christmas tree is a necessary feature of an English Christmas.

In Germany and other European countries it was believed by the children that the tree glittering with candles and bright baubles was the work of jolly old Saint Nicholas. This kindly saint was no legendary character. He lived about 300 A. D., and was a noted bishop of Asia Minor. He was looked upon as the patron saint of generosity, because of his liberality.

In certain parts of Germany it was commonly held that on Christmas even the Christ Child—or Kriss Kringle—visited earth, and as he passed over the

houses dropped gifts through the roof for the deserving and the good.

But aside from the customs which relate to gifts and the spirit of giving at Christmastide, there are several observances which are indissolubly linked with this time.

Christmas is never Christmas without the holly wreath and the mistletoe. Christmas venerated the holly, or "holly tree," because to them the little thorny leaves and red berries made in a wreath typified the crown of thorns and the bloody drops. Doubtless they introduced this solemn reminder of the joyous festival in order not to forget the sacred-

of great love—that love which will sacrifice itself for the object of its affection.

We preserve the custom of eating fowl on this day, but the toothsome turkey has more generally supplanted the goose. Even the plum pudding in the Christmas feast has its meaning. The number and richness of its ingredients represented the rich gifts which the kings laid at the feet of the child Jesus.

The celebration of Christmastide is as old as the human race, and many of the customs have lost their origin in the hazy past. We preserve and hand down these customs because we respect their age. But pagan customs have survived in our



SAN LUISITO DANCING HALL DURING FLOOD, MONTEREY, MEX.—Courtesy Bro. J. Wood, Div. 614.

ness of the occasion in the general festivities.

Almost as important as the gift-giving and gift-receiving on Christmas day is the feast of dainties spread on that festal occasion. But even the Christmas dinner has its origin in the dim, distant past. Feasts were always the accompaniment of any festival. In Egypt every family killed and ate a goose as a religious observance.

In the hieroglyphic language of the Egyptian, the figure of a goose was the word "child." The people had noticed that the goose was remarkable for the way in which it protected its young, hence it was looked upon as the symbol

Christmas customs, not so much because of their age as because it was necessary to preserve them.

When Christianity was in its infancy, men who embraced it refused to give up the old festivals; so in view of the great end to be obtained the leaders of the early church allowed these customs and festivities to stand, but sought to put into them some Christian significance.

The Dutch colonists were enthusiastic in their observance of Christmastide, and, though far from home, they celebrated the happy time in the good old-fashioned way. From the Dutch colonists in America spread the Christmas cheer, and the frowns and resolutions

of the staid Puritan and Quaker colonists availed nothing against the infectious spirit of Christmas cheer and good will which the Dutch brought into the new country. They seemed to take the keynote of their lives from that beautiful admonition in the Bible, which reads: "Rejoice, and again I say unto you, rejoice!"—*Magazine of Mysteries*.

Red-letter Christmas Days.

BY HILDA RICHMOND.

"Of course Christmas is always a happy, blessed time," observed the host-

my special days," said the hostess, happily. "They were perfect, and I shall never forget them. Why, once," and her eyes took on a far-away look, "I laughed and cried all day from pure happiness over Aunt Katy's gift. We were young and poor then, just starting in life, and that dear woman sent me some of the most exquisite baby clothes I ever saw. I don't mean they were expensive, but every bit of work was so well done that it was a pleasure just to look at them. Really, I don't think anything will ever have the power to give that feeling to me again. I have some of the



SAN LUISITO DANCING HALL AFTER THE FLOOD, MONTEREY, MEX.—Courtesy Bro. J. Wood, Div. 614.

ess, thoughtfully, as she deftly fitted the yoke to the body part of a dainty dress for an infant, "but there are special days that linger in my memory more than all others."

"Red-letter Christmas days," suggested the guest, making her needle fly through a bit of Christmas drawn-work. "I've had a few of that kind myself, but the majority find me with a lot of stuff I don't want and can't possibly use. It always hurts my conscience to write notes thanking my friends when the day is over. I seldom have the right feeling."

"That's just the reason I remember

dainty things yet, and I slip up to my closet every Christmas to look at them. Child, you don't know anything about it. In those days I could not afford to hire much done and ready-made clothes for infants were unheard of, so it was like a gift from heaven when I compared the lovely little things with the cobbled-up garments I had made. You always covet fine feathers for the first baby, you know."

"Tell me about all the red-letter days," demanded the guest, wiping her eyes. "I want to hear about every single one."

"Well, one year my husband gave me

a complete set of china with tiny rose-buds sprinkled over the dishes in the most fascinating manner. It had cost the dear boy much pinching and saving, but he always says it was worth every sacrifice he made to see my face on that occasion." The guest smiled to think the "dear boy" had been a grandfather a dozen years, but her hostess did not notice and went on with her story. "I think if more young people had to wait patiently, or impatiently, for the pretty things they value so lightly, there would be more domestic bliss in these days. Why, my dear, I actually shuddered when Rose Thorpe gave the order to the furni-

bined to give me my heart's desire. Ever since they have kept me supplied with all sorts of pretty plants, and I have had time to care for them. On another Christmas I found a roll of bills and a note telling me to pick out my first silk dress. Of course it was black, and I have the remains of it yet in a quilt."

"I have had two silk dresses," observed the guest thoughtfully, "but I don't believe I could remember the day either was bought."

"Of course not! You would laugh if I should tell you some of the other things that made me happy at holiday time. Once Aunt Fanny told me to pick out



SCENE AT SMELTER AFTER THE FLOOD, MONTEREY, MEX.—Courtesy Bro. J. Wood, Div. 614.

ture dealer to fit out her new home. She said his taste was so good! As if things ought to match perfectly in a real home."

"Have you any of the china left?" inquired the girl, fearing she was not to hear the rest of the story.

"All but six pieces. Isn't that a good record? Another Christmas I was sent away on a flimsy errand, and came home to find a large window in the sitting-room where there had been a narrow slit when I left, and it was entirely filled with blossoming plants. When the children were little it was as much as I could expect if I had a few sickly geraniums perched on a shelf out of the reach of meddlesome fingers, and they had com-

a dozen new kitchen utensils and charge them to her account, and on that Christmas I honorably retired my heavy iron pots and kettles to use instead the light, pretty granite I selected. Yes, and I've had bits of embroidery and pillows when I was too busy for fancy work, that I never can forget. And books! We always bought a few good books every Christmas, no matter how hard up we were, for we felt we must have them for ourselves and the children. One year I received subscriptions to two magazines, and those helpful visitors made me resolve to send someone a monthly gift whenever I could afford it.

"It's not myself only; there are so

many beautiful memories connected with kindnesses to other members of the family. There was the Christmas we had the fever, and Jack had to stay at college. I knew the poor lad was lonesome, and what with keeping him at school and the doctor's bills and all, we hadn't much to send him, and what did Ruth Clifford do,—she never did a bit of fancy work in the world and hated sewing as she did evil,—but devise the most original rug for his room, in order that the parcel would look bigger."

"How did she make it?"

"Why, it was a home-made rug, made like the old-fashioned carpet affairs. She

made for her and cried over them yesterday. She said she wouldn't have had a thing in her wedding outfit but ready-made clothes if you hadn't sent that exquisite set. It was such a beautiful verse you sent with it, too. Maud just goes around humming it to all sorts of tunes until she's got my brain whirling the words over and over:

'Give of thy love, nor wait to know the worth
Of what thou lovest; and ask no returning.
And wheresoe'er thy pathway leads on earth,
There thou shalt find the lamp of love-light
burning.'

And that baby dress you're making? Is it for some busy, clumsy-fingered young



EFFECT OF THE FLOOD AT MONTEREY AND VICINITY.—Courtesy Bro. J. Wood, Div. 614.

chose silk in the university colors, cut it into strips about an inch wide,—you know how,—and then sewed them all together. Then she wound them into balls and took them to a weaver, who made them into a beautiful rug. Jack has it in his room yet and he was so proud of it. And so you see, dearie, it's just a joy to give to someone else, and to know that I am bringing the same sunshine into some life that those kindly remembrances did into mine."

"Is that the reason you always know exactly the right thing to give for Christmas and weddings and birthdays? You learned by experience, did you? Maud Lee showed me the pretty things you

mother? See how inquisitive I am, but I want to learn your secret."

"There isn't any secret," said the gray-haired lady with a smile. "Simply put yourself in the place of the person you are making the gift for, and you can make no mistake. Do you think I could give Mrs. Gray anything she would appreciate as much as this christening robe for her baby? I have had so many happy holidays myself that I'd like to make Christmas a red-letter day for everyone within reach, if I only could, but others must help."

"You're doing more than your share," said the guest, "and I'm going to try to follow your example."—*The Pilgrim*.

Beauty's Christmas Tree.

BY WILLIS EMERY.

(Copyright, 1901, by Charles N. Lurie.)

The northern half of the attic had been transformed into a studio under Varick's personal supervision, and it suited the young artist admirably. There was light, there was space enough for all his things and for "distance" when he was at work, and there was seclusion such as every person engaged in an artistic pursuit should have, for his own sake and for the peace of mind of those who love him.

When the heavy door was closed Varick could swear in French, German or English without fear that his two old maid sisters would hear him, and on good days, when Satan had departed out of crayons and brushes and a beneficent spirit had come to animate them, the door could be opened so that the "girls" might hear their brother sing as he toiled.

It was not a good day, and the door was shut. Someone knocked. Varick, who was putting up a curtain made of two sheets across a corner of the studio, pounded his thumb with a hammer as he turned to say "Come in." He was sitting on the top of a stepladder nursing his thumb when the door swung open.

Immediately Varick assumed the pose of one who listens, and with raised finger he checked his sister, who would have spoken. She also listened, smiling.

"That's what I came to tell you," said she at last. "Florence is here."

"I'm glad she's feeling better," responded Varick.

"Better?"

"Oh, she hasn't been ill that I know of; just blue."

"How do you know that?"

"Because she hasn't been over," he replied. "When Florence isn't getting on with her work she stays away. She won't burden me with her discouragements."

He laughed grimly at the notion that the burden could be taken from him in such a manner.

"I think she paints very well. I"—

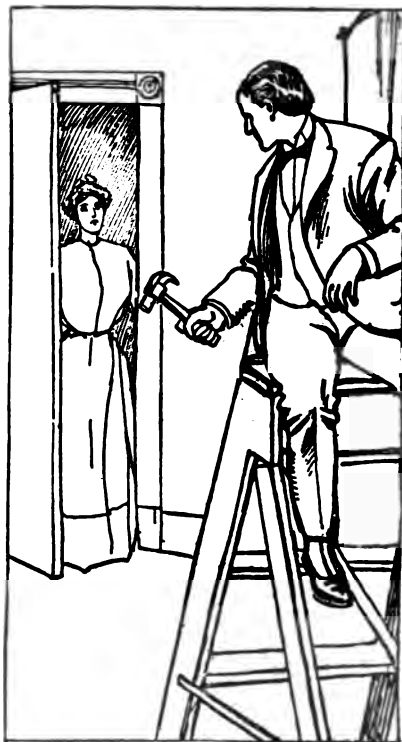
"No, she doesn't," responded Varick, with decision, "but if she fights like a soldier and works like brimstone blazes"—

"She's only a girl."

"A girl with a future!" he exclaimed. "But she will have to win her way to it with sword and fire. However, I haven't time to talk to her about it today. I have troubles of my own."

A voice from beyond the door said, "What are they?" and Florence entered.

Varick from the top of the stepladder surveyed her keenly for an instant, then he descended briskly and advanced with extended hand. His heart was full of



HE WAS SITTING ON THE STEPLADDER.

love, but his head was in control, and not a trace of sentimental weakness marred the perfect picture of good comradeship which he presented.

"The top o' the morning to you," said he. "You're more than welcome. I need you."

"That's cheering," she replied. "I'm glad that a demand for my services exists somewhere."

"It exists everywhere," said he, with spirit, "only you won't see it. 'You're

low in your mind again, Florence; that's all. Take a new grip on yourself. Get into the battle and fight harder. And, by the way, what's gone wrong this time? Is it that cover design?"

"Yes. But never mind. Let's talk about your work. What have you there, behind that curtain—a tree?"

"A Christmas tree," said he.

"Aren't you a little in advance of the season? It's three weeks to Christmas."

"This tree," said Varick, drawing aside the curtain, "is sacred to art and

"About a week."

"I think you might have let me know."

"I was expecting you over here every day, and I've been at work 27 hours out of every 24. The publishers are in a frightful hurry. I guess that's why I got the job; the famous fellows wouldn't rush so. I've made one picture already. What do you think of it?"

He set the picture on the easel, and they regarded it for a moment in silence.

"It's dreadfully sensational," said the girl, with a little laugh, "but it's all right."



FIRST PRIZE FLOAT IN THE LABOR DAY PROCESSION AT TYLER, TEX.

A miniature locomotive perfect in all its details on an artistic float, accompanied by members of Subdivision 201. Those in the picture from left to right are, Bros. J. C. Brown, S. M. Hemphill, J. C. Jones, E. A. Alston, B. J. Cooney, Jas. Henderson, S. L. Lanford, H. T. Reynolds, L. Phillips, and C. E. Whitman.—Courtesy Brother J. Henderson.

not to beneficence. We may make a real one of it later, however. At present this is the game—I'm illustrating Hawley Chase's new book, and"—

"Isn't that fine?" exclaimed the girl. "You will make a big hit, I'm sure."

There was true good will in her tone, quaintly mingled with a touch of envy.

"I must," responded Varick, with decision. "I suppose that Chase stands at the head of the younger popular authors. This book of his is sure of 150,000 circulation. It will be read everywhere. I tell you, Florence, this is a great chance for me."

"How long have you had it?"

"It had to be a bit brisk," responded Varick. "The passage was marked for illustration. Loren—that's the hero—gets into a rather serious mixup with a wild western specimen named—well, never mind; I can't remember his name."

He took up some proof sheets from the table.

"The plainsman laid a hasty hand upon his weapon," he read, "but before he could fire Loren ran around the end of the long table and leaped through the open window.' I've got him right in the middle of the leap. Full of action, isn't it? What do you think?"

"I think the hero is a splendid mark,

and I wonder that he got away," said Florence. "But there's a heap of good drawing in that picture. You've told the truth, no matter what the author has done."

"As to that," responded Varick, "I suppose Chase doesn't know much about shooting. He's made his reputation as a portrayal of simple life and homely characters. That's where he stumps me. I made that picture in two days and had no trouble at all, but I'm going crazy over this one." And as he spoke he set another board upon the easel.

"That little girl is seeing her first Christmas tree," explained Varick. "The heroine—a New York society belle named Livingstone—and Loren, the ex-schoolmaster, take a fancy to a child between three and four years old and get up a Christmas celebration for her. They set up the tree behind a curtain in Miss Livingstone's drawing-room and bring in the little girl—Beauty—without telling her what she's going to see. Here's the passage in the story:

"Will you draw the curtain or will I?" asked Miss Livingstone.

"I think you had better," answered Loren in a gently authoritative tone, reminiscent of his schoolmaster days.

"At that moment Beauty, who had escaped from the maid, came running into the room, exclaiming: 'Where is my Christmas tree? I want it right now!'"

"Loren gathered the child in his arms and talked to her wisely of the virtue of patience, while Miss Livingstone darkened the room so that the lights upon the tree shone through the curtain, 'just like the beautiful stars in heaven,' as little Beauty said.

"At last all was ready, and Miss Livingstone proceeded to slowly draw aside the curtain until the glittering marvel was revealed. Then Loren could no longer hold the child, though he would have liked to have done so. Quick and elusive as a fairy, he was unable to hold her. With outstretched arms, as if to clasp the tree and all its wealth of good things to her little bosom, the eager child sprang forward."

"That's what I'm trying to show," said Varick, "but somehow I can't manage it. The child eludes me just as she eluded Loren in the story. I've had half a dozen models here, but they won't do anything. They just stand still, as if they were hypnotized. I suppose I don't know how to manage them. I'm not accustomed to children."

"The girl in that picture is 17 years old," said Florence.

"After the children went back on me I got Lucy to pose just on the chance of a suggestion, and Sister Lucy is not in her first youth. She's 30; that's what she is, though perhaps I oughtn't to mention it. However," he proceeded, "I've got the scheme now. I'm going to reproduce the scene, by jingo! There's my tree, there's my curtain, and I've bought a lot of candles and ornaments"—

"Have you chosen your model?"

"There are the ones I've had here already, of course, but I'd like a new one. Don't you know a little girl who could play Beauty in my scene?"

"I know one who'll look the part," answered Florence, "but whether she can play it"—

"That'll be all right when she has the tree to look at. She'll run for it fast enough. When can you bring her?"

"I'll have her here at 2 o'clock this afternoon."

He thanked her heartily and promised help in return for hers.

"As soon as this job is off my hands," said he, "I'll take hold of your work with you, and we'll thump it into shape. You can't fail, Florence. I won't have it. Just look at it as a matter of life or death and fight your way through."

Promptly at 2 Florence brought the model, and at the sight of the child Varick's joy nearly paralyzed him.

"Ideal, ideal—absolutely ideal!" he cried and repeated the words over and over again as if he had no more in his vocabulary.

The child clung to Florence and exhibited a lively terror whenever the wild-eyed artist approached her.

"I suppose a studio is a strange spectacle for her," said Varick.

"At three and a half," responded Florence, "most spectacles are strange. She'll get used to it. That's what living is—a process of getting used to things. Nice place, isn't it, Beauty?"

"Yes," said the child.

"What's your name this afternoon?"

"Beauty," answered the little girl. And she laughed timidly, as if asking permission.

"What are you going to see?"

"Tris'mas tree."

"What is it like?"

Beauty hid her face in the folds of Florence's gown and refused to reply.

Miss Lucy Varick summoned her brother to the door just then and delivered to him a large doll which had been sent from one of the stores.

"Florence bought it," said she. "It is one that the little girl has noticed several times in a window. She'll recognize it. Florence wants you to put it in a conspicuous place."

Varick slipped the doll under his coat and got behind the curtain without attracting Beauty's attention. His artistic instinct and training enabled him to place the doll in a spot where it could not escape attention. Having done this, he proceeded to light the candles on the tree.

When all was ready he lowered the shade over the big studio window in order to give better "value" to the brilliant tree.

"Now," said he, addressing the little girl and copying some of the language of Mr. Chase's book, "this tree is all your own. The gifts are yours. They come from our hearts to you. We wish you to remember"—

But Beauty seemed to find this discourse alarming. She hid her face and made a feint of crying. After much petting and whispering by Florence the child was persuaded to turn toward the curtain again and even displayed some small signs of enthusiasm.

"She'll be great when she sees it," said Varick. "Don't hold her too tightly. Let her run. I want to see just how she does it. Now!"

Suddenly he swept the curtain aside, and at the same moment Florence released her hold upon the child. The removal of the gentle hands which had held her frightened Beauty, and she shrank back till she could get a good grip of Florence's skirt. Thus sustained, she stood staring at the tree, her eyes widening and her face brightening. But she was immovable and speechless.

"Just like the others!" groaned Varick. "She doesn't do a thing. But she likes

it, though. I can see that. She'll be all right in a minute."

"Like it, Beauty?" asked Florence.

Beauty looked around timidly and whispered an unintelligible word.

"It's all for you, little girl," said Varick; "all yours."

Beauty's pose became less trancelike. She seemed to be struggling with something in the nature of an idea.



SHE SHRANK BACK.

"Mine!" she said, with difficulty. "Oh-h!"

She took the least little step forward.

"Yes, yours," whispered Florence; "all for you."

Slowly the child crept forward step by step and dragging Florence after her. It was a wonderful display of courage. Beauty braved the unfamiliar, dazzling, menacing apparition in the corner for the sake of the dolly which lay in its embrace. Having won that prize, she retreated hastily and sat down in a far corner, with the dolly clasped to her

bosom. The neglected Christmas tree was behind her.

"I'm going to draw the thing just as it happened," said Varick half an hour later, "and Chase and his publisher may do what they please. Chase is evidently a donkey. He is ignorant of life. As a matter of fact, I knew that already. But I had a few illusions in regard to it myself. This little experiment has dispelled them, and I see myself for what I am."

"What do you mean?" she asked.

He took her hand, but not as he had done earlier in the day.

"I have been just as silly about you," said he, "as Chase has been about his little girl. I've neglected the plain facts of human nature. I've been trying to fill your heart with a man's courage; I've been trying to make you fight as I fight, hope as I hope, endure as I endure, and it's a monstrosity. No wonder that you always stay away from me when you're blue. It shows your good sense. But try me once more. When the work goes badly come to me, and I will tell you that it doesn't matter a bit, that I love you just the same and always shall, and I'll not tell you to smash things and fight the luck because that's a man's way. I'll not address your dear little head at all, because that's not the right way. I'll speak straight to your heart from my heart, very gently and tenderly—if— if your heart will listen"—

"Yes," said she, weeping happily, "it will."

Speeding the Old Year.

ELIZABETH FENDERGAST.

The Old Year waited amid the snow
Till men should bless him and bid him go.

But the children laughed. "We await the New;
'Tis fairer and gladder and brighter than you."

And, writhing and moaning, cried sinners in shame:
"Go, Year, we curse you because you came!"

And the Year sank sobbing amid the snow.
Will no one bless me before I go?"

Then from their woes the weary said:
"Farewell! we shall bless you when you are dead."

But the Old Year wailed; "Oh, cruel as blame!
Will no one bless me because I came?"

Then a poet spoke from his kingdom, Thought:
"I bless you, Year, for the powers you brought.

"I thank you for loveliness, faith, and light.
For strife divine, and for visions bright.

"But the poet's heart is the heart of youth;
His hope is To-Be, and his quest is Truth."

And the Old Year sighed in bitter pain.
"Is there no one would take my gifts again?"

Then a youth and maiden made soft reply:
"We again would live all your days gone by."

And the Old Year's laugh rang sweet and gay:
"Bless me! Oh, bless me, and bid me stay!"

But the youth and maiden made answer swift:
"We bless you, Year, for your priceless gift;

"But the love which came to complete our life
Goes onward and upward through pain and strife

"The highest hopes of the better part,
We seek together, thus, heart to heart.

"We therefore bless you—but bid you go."
And the Year lay smiling amid the snow.

—*The Pilgrim.*

Humble Folk.

BY C. B. LEWIS.

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In a way they had been engaged for a year or more, Tom Salters, and Linda Breen—in a way, I say, because the humble people living in the coves or scattered cabins on the sides and crests of the southern mountains do not speak of "engagements."

It is taken for granted that when a "young feller" "hangs around" the cabin of a mountaineer possessing a marriageable daughter he has matrimony in view, and when the nearest neighbors are called in to see the couple jump the broomstick or stand up before a traveling preacher to be made one there is no surprise and little comment.

The father of Linda Breen had no questions to ask of Tom Salters. He had known his father for years. Tom had as yet no questions to ask of Linda's sire. Neither Linda nor her mother had referred to the subject. Many times when Joe Breen and the young man were out hunting squirrels or walking to the village together Tom would suddenly say without preface:

"Reckon me'n Linda better get hitched."

And the father of Linda would throw

away the old quid, bite off another and after chewing away for a couple of minutes would reply:

"Yes, I reckon."

That evening the father would have a few words to say to the mother in private, and at a later hour she would casually remark to the daughter,

"Tom Salters wants you, and I reckon you'll be goin' in a few days."

Nineteen times out of twenty the marriage would follow. There would be a new squat of land taken up, a new pole cabin built, and another family would go

front of her father's cabin, a space of a foot between them. Both looked into vacancy, and he told her of the plan.

He talked in a jerky, disjointed way, but she understood as well as if he had been a silver tongued orator. He had asked for her hand. He meant to marry her. He had no thought of disloyalty. The road seemed straight and plain to him, and he did not dream that there was a knife at her heart as she listened.

Men will never understand how far-reaching woman's intuition is. The girl



A TRICK IN PHOTOGRAPHY VERY NICELY DONE.

These Kansas potatoes, no doubt good size, have been enlarged and pasted on to the picture of the derrick, and the photograph taken from which the half-tone picture was made.

—Courtesy Bro. T. E. McMahon, F. A. E. Div. 141.

on making mountain history. But in this case no marriage followed. It was all on account of the arrival of Tom Salters' uncle from a village in the lowlands. He was in business down there and wanted help, so he had come for Tom.

Tom had no education, but he had native wit. He was known to be a "right smart" young man. The uncle talked of a broader field, a chance for education and a rise in the world. Linda must wait. At the end of a year or two Tom could come back and marry her and take her away.

And in the twilight of a summer's evening Tom and Linda sat on a log in

followed Tom's words, and yet she saw months and months and months ahead of them.

Two or three times she instinctively reached out her hand as if to detain him, but drew it back without his having observed the action. Two or three times there were tears in her eyes, but she took care that he should not see them.

"Well, what do you reckon?" he asked as he had finished and the silence had lasted for a long minute.

"Better go, I reckon," was the reply.

What other answer could she have made—a tousled, barefooted, ignorant girl of the mountains, and yet would her

woman's pride seek to detain him when he had proposed the separation?

They sat together for five minutes longer, and then they separated, she to enter the cabin and seek its darkest corner to let her tears flow and he to shake hands with her father and mother and bid them goodbye.

It may be said of the lovers that both could "write a scrawl or two and both could read a scrawl or two," so scrawls passed between them. They were weekly at first, and then there were longer intervals. If Tom did not write, Linda could not answer. Then one day there came a neighbor who had seen Tom in person in his new field.

The speaker did not mean to wound or bruise, but he had seen a new Tom Salters, one who was no longer of those on the mountains. He had forgotten the crags and peaks for the streets of the town.

When the man had departed Linda's mother wanted to look her in the eyes. Linda wanted to do the same by her mother. Instead of so doing both turned their heads away. They said nothing of Tom.

What happened was all simple and natural. Tom Salters had entered upon a new life. It offered numberless attractions to the young man who had never traveled 10 miles from the cabin in which he had been born, and it was but natural that he should soon begin to forget the old life and all that he had left behind.

His scrawls were indited at longer intervals and finally ceased altogether. He came to almost ignore the few mountain men he had known in other days. They looked at his new clothes, noted his speech and walk and went away shaking their heads. In their opinion this was rank disloyalty to the mountains.

By and by there came another messenger to the cabin in the cove where Linda waited. Again there was no desire to wound or bruise, but simply to impart news. Tom Salters was "shining up" to a handsome young girl down there in the town.

He had become almost a gentleman.

No matter how right smart he had been before leaving home, he had surely become right smarter after his life among townfolk. He would never return. He would marry and settle down where he was.

All this and much more Linda listened to with her elbows on her knees and her head in her hands. She sat thus after the caller had departed, and her mother dared not break the silence. It was Linda herself who broke it at last by lifting her head and quietly saying:

"I never reckoned on his comin' back. We hain't goin' to speak of him no mo'."

The mother crossed the room and patted the daughter on the shoulder, and the incident was closed. Mr. Breen was not even informed of the gossip.

Linda had not sung for months. She began singing now. She had not rambled from the cabin for weeks. She now began taking long walks. Laughter came to her lips once more, and when she stopped at the little post-office and was told that there was no letter her smile was not replaced by a look of disappointment.

"Linda's forgot about Tom and is gittin' pertter than ever," remarked the father to the mother one evening as they sat alone.

The mother did not answer. She looked at him in contempt. As a mother she knew that Linda was simply breaking her heart. The true woman suffers most when she laughs most. She was watching Linda. There was an undefined fear that the girl's reckless spirit might lead to tragedy.

Weeks passed, however, and nothing happened—nothing except that Linda grew pale-cheeked and thin, and a note of defiance rang in her laughter. She was suffering and yet defying the pain.

Then came a crisis. She was a mile down the mountain road one day, seated on a bowlder where she had often sat before watching the highway winding down into the lowlands and the busy world she knew not of, when a human figure came into view half a mile below. She recognized it even at that distance. A blush came to her cheek, and her eyes flashed. Tom Salters was coming back at last.

She saw that he was dressed as she had last seen him and that he walked with weary step and dejected attitude. Until he was within a quarter of a mile the girl was blushing and trembling and ready to raise her hand and shout a glad welcome. Then she became a thing of stone, except that she moved her eyes to note his progress. He did not discover her until he was within 100 feet. Then he dropped the satchel he was carrying and sprang forward, her name on his lips.

The girl slightly inclined her head, but there was ice in her look.

"Go on," she replied, still without looking at him.

"Mebbe—mebbe somebody from up yere told you about—about a gal down there. Yes, there was one. I fell in love with her, an' she—she made fun of me. She laughed at me. An', Linda, the fellers mocked me an' put upon me an' made game of me. I dun couldn't stand it no mo', an' so I have come back—come back to you—all. Won't you speak to me?"

For two minutes the girl sat and looked down the road as she had looked



A HARD CLIMB ON THE DENVER & RIO GRANDE RAILWAY.

Five locomotives on a ten-car passenger train ascending seven miles of four per cent grade.

—Courtesy Bro. J. T. Slattery, Div. 451.

"And you won't shake hands! You won't howdy! You won't say"—

She motioned to him to sit at her feet, and in a weary, hopeless way he obeyed. He waited a long minute and then in a husky voice began:

"I have come back to stay. I was a fool to go away. I was bo'n up yere, an' I might have knowed I wasn't fitten for down there. Mebbe somebody told you that I tried to be one of 'em. Yes, I did. I wore shoes. I wore store clothes. I tried to talk like 'em an' act like 'em, but I wasn't fitten. I thought I might be, but I never could be. Won't you speak to me, Linda?"

before. Then she rose, passed Tom and went up the road—went slowly up the road toward home and never looked back.

Unlearned, unlettered and ignorant of the ways of the world, she had the heart of the highest woman in the land, and she demanded expiation for a lover's disloyalty. Her mother read in her face what had happened and simply put an arm around her and whispered:

"There, there, child—by and by."

One evening three months later Linda sat in the moonlight on the same old log at the door. Again her elbows were on her knees and her face in her hands. By and by some one knelt before her and

lifted her head and looked into her eyes and said:

"Can't you do it now, Linda?"

"Yes, I reckon," she replied as she gave him her hand.

And that, too, was "just like a woman."

A Christmas Letter.

My dear, we have a letter " quaint and olden "

(Like this I send—with love in every line),
That tells a tale of when sweet youth was golden
With two colonial ancestors of mine.

It tells of how one Christmas morn he sought her
(As I tomorrow morn for thee will search),
And how "alle trembl'nglie he ranne" and caught her

As with "dear eyes devoute" she came from church.

And how unto his lips her fingers slender,
He "fearinge presst, the while she lookt awaye."
Until the kingdom of her heart so tender
(Ah, would 'twere thine) surrendered to his sway.
—*Farm and Country.*

Go Up Ahead.

Thirty years ago in a poor schoolhouse in a back district a boy at the foot of the class unexpectedly spelled a word that had passed down the entire class.

"Go up ahead," said the master, "and see that you stay there. You can if you work hard."

The boy hung his head. But the next day he did not miss a word in spelling. The brighter scholars knew every word in the lesson, hoping there might be a chance to get ahead, but there was not a single one. Dave stayed at the head. He had been an indifferent speller before, but now he knew every word.

"Dave, how do you get your lesson so well now?" said the master.

"I learn every word in the lesson and get my mother to hear me at night, then I go over them in the morning before I come to school, and I go over them at my seat before the class is called up."

"Good boy, Dave!" said the master. "That's the way to have success; always work that way and you'll do."

Dave is today the manager of a big lumber company, and he attributes his start to the words:

"Go up ahead and see that you stay there. You can if you work hard."—*Genesee Courier.*

Mark Twain Gave Her Good Advice.

Mark Twain once advised a young woman who approached him on the subject, to work for any reputable newspaper that would print her stuff, a year for nothing. If at the end of that time, he suggested, she still wanted to do newspaper work, and the paper would give her space, to keep it up for another year. By that time, if she could really write, she would have more offers than she could consider. If not, she would have the satisfaction of knowing, once for all, that her forte was not newspaper work. The girl in question took his advice. In six months the paper that printed her contributions offered her a place on the regular staff. She attracted the attention of a New York daily that offered her a salary more than she had ever dreamed of receiving. There she is today, the best paid newspaper woman in the world.—*The New Idea Woman's Magazine for October.*

Only Emblem of Betrothal.

A Virginia court held, with a fine show of reason, it seemed, that all right, title and interest in an engagement ring does not necessarily vest in the fair person who wears it until it be supplemented with a wedding ring from the original grantor. She merely held the emblem of betrothal by right of her plighted word to wed at some fit and proper time the person of the first part—meaning the fellow—and in the event this condition precedent to title in fee simple was faithfully consummated, then the title vested absolutely in the grantee, her heirs and assigns forever, but not otherwise.

Young men are easy marks at this season and part with engagement rings quite cheerfully if handled properly. Their faith in womankind is beautiful to see and should not be subjected to rude jolts and jars. It should be clearly understood that while an engagement ring may be a lovely thing in feminine eyes, the tariff on them is pretty high and they generally come one in a box, and the boxes few and far between, and that the person intrusted with the custody of one is only a temporary guardian of the

same in right of law and can only obtain undisputed title at the hymeneal altar itself. All this is equity, if not law.—*Washington Herald*.

True Friendship.

BY E. S. MARTIN.

It is easy enough for many people to make friends, but it is quite a different matter to keep them, because so many of us haven't learned how to be really friends at all.

We so often give our friendship for the sake of what it will bring back to us. Not a very solid foundation on which to build a lasting friendship, is it?

Real friendship is not in seeking what we can get, but what we can give.

Most of us expect too much of each other, a fact that is responsible for many and many a broken friendship; and though it may be difficult to make our friends love us more, we can very easily make them love us less by demanding too much and feeling injured when we do not get it.

A true friend is one who helps us to be better, and is quick to forget and forgive things that had best be forgotten and forgiven.

When people go away on holidays together, as well as at other times, there are sure to be moments when each gets on the other's nerves. It is inevitable. And things are said perhaps that had better have been left unsaid; and if the one to whom they are spoken bears malice there is soon a rift in the friendship difficult to bridge over.

And the remedy is obvious, even though you may feel pained and hurt—try to forget as soon as possible. It is the best plan—it is the only plan for those who would be true friends.

This is one way in which you can help your friend; and if we are friends at all we might as well try to be good ones, and to do what we can to help each other.

Try and remember that the other people have a best self just as you have. Think of the good times you have had together, and forget the jarring note that

crept in because one or the other of you was feeling a bit out of tune.

Shall we ever learn, I wonder, that other people, like ourselves, are merely men and women, owning tempers and all the other ills of life just as we do?

"Yes," you say, "but they ought to control them."

So they ought, but we none of us do all the things that we ought to, do we?

We might, therefore, at least give to our friends the same latitude that we allow to ourselves on every occasion.—*Chicago Daily Journal*.



THREE BROTHERS HAVING AN OUTING.
J. Q. Hoyes, 182. M. J. Carroll, 165. W. L. Matlock, 603.

The Faithful Few.

When the meeting's called to order,
And you look about the room;
You're sure to see some faces,
That from out the shadows loom.
They are always at the meeting,
And stay until it's through,
The ones that I would mention,
Are the Always Faithful Few.

They fill the vacant offices,
As they are always on the spot,
No matter what's the weather,
Though it may be awful hot;
It may be dark and rainy,
But they are tried and true;
The ones that you rely on,
Are the Always Faithful Few.

There's lots of worthy members,
 Who will come when in the mood;
 When everything's convenient,
 They can do a little good,
 They're a factor in the order,
 And are necessary, too,
 But the ones who never fail us,
 Are the Always Faithful Few

If it were not for these faithful
 Whose shoulders at the wheel,
 Keep the order moving onward,
 Without a halt or reel;
 What would be the fate of orders.
 Who claim so much to do?
 They surely would go under
 But for the Faithful Few.

—Exchange.

Samuel Gompers in Europe.

(Continued from November JOURNAL.)

Certainly, it is a curious spectacle—that annual Fourth of July reception at Ambassador Whitelaw Reid's mansion in London. This year on Monday, the fifth, the occasion brought together a crowd of the most elegantly attired people I ever saw. At least four-fifths of the callers were American women. The scarcity of men, as well as the fact that nearly all of them were Londonized in dress—"top" hat and black frock coat, and the rest of it, suggested the thought that "pa" has about enough cash this year to send "ma" and the girls abroad, but he is staying in America to watch the markets. It was a restless, gay, chatty assembly; its individual members quite uniformly knowing how to pose to advantage for the general admiration. Everybody arrived on "wheels" at the palatial quarter; a line of knee-breeched men servants indicated the way through the pillared vestibule and court, the broad marble staircases; at the landing, broad and deep, stood the tired Ambassador and Mrs. Reid, shaking hands with each caller as his or her name was audibly announced by an attendant.

On the second of July, when the meeting of unemployed men was being held in George Square, Glasgow, about a hundred and fifty of them, leaving the body of those in attendance, tried to "rush" the entrances to the Municipal buildings where the special distress committee were in a wrangle over the situation. "At one time," says a dispatch, "it appeared that a serious riot was im-

minent, groups of unemployed gathering round the various doors and clamoring for admittance." Checked in their rush (by the police) they massed themselves on the staircase, and stirring scenes ensued. One orator in the square declared to the crowd that they were "curs if they allowed their wives and children to starve." Far from Fourth of July enthusiasm was the sentiment of that mass of hungry human beings. The spectacle or even its description would be enough, one might believe, to move every man coming to know of it in studying why it is that society today sees so sad a disparity in the distribution of wealth, to do his share toward its elimination.

Nothing that has occurred in England during my stay has so much stirred me up as the fact that "batches" of miners in Durham county in the north of England were taken to prison in default of paying fines in various sums for having been absent from work for one day—April 12th. One item in the newspaper ran thus: "Thirty miners were yesterday taken to jail and were accompanied to the train by hundreds of the villagers. Later on the miners who went to jail last Friday arrived home after their imprisonment for the same offence, and were received with enthusiasm. There are still forty miners to go to jail." It appears that there is a special act of Parliament forbidding workmen to quit their employment even for a day without due legal notice to their employers, which may be construed by the employer as an intention to leave his service. The miners of Durham certainly come under that law, and strongly wishing a day off took it despite the orders to the contrary. Consequently they are being punished for breach of contract. Are the business, the employing, classes ever jailed for such a "crime?" To me it seems that a gross discrimination exists in such cases against labor. A very capable and prominent labor man assured me that he had never known of an instance of this character in his own trade. I had made the inquiry in the presence of a number of active, studious labor men, officials of labor organizations, and who testified differently as to their men in their own unions

as well as others; they mentioned occurrences where men were fined and imprisoned in brass working, railroad gas workers and several other trades who were fined and imprisoned for absenting themselves from work for even half a day. Undoubtedly, an inquiry will yet be made by the trade-unionists whether the rights under the British constitution will permit imprisonment for failure to fulfil these specific terms of a contract for personal service. When contracts exist between business men and the party contracting to perform certain service fails to fulfil the terms of the contract, he may be sued in damages. If he can-

\$17,500 against, not the Musicians' Union, but the member who issued the hand-bill. The judge in his decree expressed views strangely at variance with those entertained not only by trade-unionists, but by all who had any connection with the enactment of that law of 1906. The judge maintained that when the manager of the theater succeeded in hiring a sufficient number of musicians to satisfy his avowed needs to replace the men who struck there no longer existed any dispute between the union and him. While in America it has been decided that the express refusal of union men to patronize any employer of non-union labor is



AN OLD ROGER LOCOMOTIVE, SAID TO BE 35 YEARS OLD.

Now in use on the L. & N., between Opelousas and Florala, Ala., using wood for fuel. The stack once common is now a curiosity.—Courtesy Bro. P. K. Urquhart, Div. 495.

not respond to civil damages because of poverty, the injured party cannot compel the specific performance of the terms of the contract for that service. The same contention applies to the employer and the employed.

In connection with this, a case just ended in the courts is to be noted, in which the British Trades Dispute Act of 1906 has not worked out as expected. An agent of the Musicians' Union at Bristol, after the Union had withdrawn its members from the orchestra of a local theater in a strike, circulated a hand-bill asking the public to patronize another theater which employed union men. In the suit brought by the "unpatronized" theatrical manager, he obtained judgment for

not illegal, but the coercion of a "third party" is the feature necessary to establish a boycott liable in damages. This judge in England gave damages for "injury to the plaintiff's business." With these decrees as precedents the questions arise, are the "disputes" which under the act are legal still to leave the union treasuries liable to damage suits if the union takes up the conflict between an employer and his own employees? In other words, is the law to be so interpreted that a union cannot have a "dispute" with an employer when he is running his establishment with non-unionists? Can not trade-unionists, workmen, appeal to the public to decline to patronize an antagonistic employer?

The most interesting spot in London just at present to a touring American trade-unionist is the House of Commons. I made several visits to it, dinners being given me in its restaurant halls by the labor party members of the House and on another evening by the Parliamentary Committee of the Trade Union Congress. On the first of these occasions, thirty odd M. P.'s were present. All these members no doubt had subscribed to the immediate labor program, but the diversity of their views and sentiments regarding present activities as well the future ideal commonwealth was not concealed. I was given the opportunity to describe our American Federation of Labor, and to tell why it is and what it is. The men before me were not of a character to wish me to mince my words; what the fact of the matter required me to say may not have been to the liking of some of them, but they were all prepared to take my words in good part. In fact, the dinner proved to be not a mere convivial function but the means of bringing about on the part of my hosts a better understanding of the spirit and methods of the trade-unionists of the United States and Canada, who are doing in their own way the best possible work for their own members and their own countries. I am not prepared at this stage to set down definite opinions as to the British union trade politics; I wish to pursue my inquiry farther, but I have positive views regarding the necessity of the agreed policies of American trade-unionism, and it will require something more than what I have yet seen or learned to warrant a change of front. It seems to me that the moment was at hand at that dinner to state clearly, fully and definitely and as concisely as possible, the history, struggles and policy of the American trade-union movement.

At the Parliamentary Trade Union Congress dinner, two evenings afterwards, all but five men present had been fraternal delegates at American labor conventions; naturally the event was largely social in character. The enthusiasm over America of those who had attended our conventions exhibited itself

in hearty words of greeting, many expressions of good will for the delegates they had met in various cities in our country.

One incident of the evening seemed to be an echo called forth from the meeting of the dinner two nights before. It was the speech which the chairman of the Parliamentary Committee, David J. Shackleton, delivered. He brought up one illustration after another of those extremists among social reformers, both in and outside of the ranks of the wage-earning masses, who continually call for legislation as a substitute for trade union action. For example, the previous week had seen an attempt by the coal mine owners in South Wales to take every advantage of the eight hours act on its going into effect July 1; they claimed that the law itself set aside all existing agreements between the unions and themselves and therefore tried to enforce new rules preliminary to a reduction of wages. The men threatened a strike and the claim was dropped. As the act says that "the eight hours per day may be extended on not more than sixty days in any calendar year by not more than one hour a day," the employers decided that on one day every week the men should work nine hours instead of eight. This clause, the men argued, was optional to both parties, and as they had a strong union, well prepared to sustain the men in their claim, both sides concluded to leave the matter to the Court of Conciliation for settlement. Next, the employers made a demand for a shift of eight hours in every twenty-four. This also the men opposed; night work was an unnecessary burden upon the men; the gaseous nature of South Wales coal mines does not permit a mine to be operated in safety sixteen hours daily; the machinery both for mining safety and ventilation would be overtaxed, increasing the dangers to life. For a week the conferences between the representatives of the miners and employers continued and the attitude of the miners gave the newspapers of Great Britain an opportunity to ascertain the difference between operating or enforcing a law according to the interpretation

of employers and operating and enforcing it in its real intent in the interests of the workers. The miners were determined not to surrender their right to control their own labor—and won. . . .

The deepest impression that England made upon me came from its poverty. True, I had not the time to measure up and compare the data of its wealth, its middle class comfort, its institutions of social helpfulness, but everywhere are thrust before the traveler's eyes scenes of deplorable misery. If one takes a cab in any street in London, a panting

Indeed if one halts for a moment here to consider his way, or stops at a door of a business house before entering to look at its signs, he hears a voice at his side asking for the "job" of giving him information. Excuses and subterfuges of all kinds are employed by tattered and hungry looking men to get a penny without actually putting forth their hands to beg. Some poor fellows follow cabs for miles to earn a sixpence carrying the travelers' trunks into the boarding houses. The benches in the parks, on the river embankments, at the little



HOUSE OF PARLIAMENT, LONDON, ENGLAND.

boy or a man suddenly appears and goes through the form of proffering the unsolicited service of closing or opening the cab door. Frequently, there are so many of these men and boys, they hustle and hustle with each other as to who shall "apparently" go through the form and perform the service. Of course, I have seen similar efforts in some of the large cities of the United States, but these have been at prominent hotels or restaurants. In England, it seems as if there is no place where you may go in which the poor fellow is not immediately upon your heels, craving for something.

triangles and intersecting streets, have their ragged human derelicts sitting about in lines and groups. In the newspapers and in the average conversation it is not uncommon to see and hear mention of unemployment as the accepted chronic feature of England's industrial and social life. The trade unions pay out large sums annually to their own unemployed. Wage scales seem not to be seriously threatened as one might think from the presence of the masses of the very poor, for many of these, by their long period of idleness and misery, have been rendered unemployable. Phys-

ically, thousands have become unfit, and from habit almost unreclaimable. Vice and the result of idleness may find them ready victims.

Poverty is on view in all parts of London; slum back streets border on fashionable thoroughfares; figures in dirt and rags slouch along amid gay and well attired promenaders. Men who, as representatives of organized labor, have constantly before them questions of deprivation and idleness, imparted to me their views and conclusions, summarizing verbally the outdoor relief.

In brief, I may consequently say that what the stranger sees of the awful exposed destitution of London fairly illustrates what is in the background or entirely concealed from him. Any interpretation of the measures which Parliament and the Councils take up, or which are proposed by social reformers to be corrected, must be governed by this one leading fact in England—its myriads of empty stomachs, ill-clad bodies, and idle though by nature productive human machines. With regret I must confess I came away from London with a sense of depression. From time to time those numbers of demoralized, degraded objects which ought to be men and women have since formed in my mind's eye a procession moving along together past me, mournful, hopeless, repellent, a disgrace to our boasted civilization. SAMUEL GOMPERS.

Train Robbery in Pennsylvania.

On August 31 a lone highwayman stopped a Pennsylvania Railroad express train with a torpedo and at the point of a revolver compelled the crew to carry a large quantity of coin from an express car to a spot at the roadside. When the conductor of the train attempted to interfere he was shot in the hand. In the darkness the robber mistook a bag containing 10,000 new Lincoln pennies for gold coin and staggered away with it, leaving the gold bullion to be recovered by the trainmen. The looted train was made up of an engine, three express cars and two sleeping coaches filled with passengers. At about 1:30 a. m. it was

running through Lewistown Narrows, when a torpedo on the rails exploded and the engineer brought the train to a stop. When he looked out to see what the trouble was, he was confronted by a masked man holding a revolver in each hand. The robber then forced the engineer and fireman to accompany him to the first express car, where the messenger was looking out to discover the cause of the sudden stopping of the train. A revolver was pointed at the messenger's head and, threatening to blow up the car with dynamite, the robber forced the messengers of the two express cars and engine crew to carry all the gold and bullion stacked in the first car to the side of the track. Conductor I. R. Poffenberger of Harrisburg, Pa., who came up while this work was being accomplished, was ordered back by the bandit, who emptied a revolver at him, one of the shots penetrating his hand and the others grazing his body. Despite the appearance of three passengers who had been awakened by the shooting, the robber calmly ordered the crew back on the train and compelled them to pull away, leaving the bullion beside the track. It was recovered by a posse sent on a special train. — *Ry. and Engr. Review*.

Useless Tom.

Carlyle's severest critic and a critic of his own school was an old parish roadman at Ecclefechan.

"Been a long time in this neighborhood?" asked an English tourist.

"Been here a' ma days, sir."

"Then you'll know the Carlyles?"

"Weel that! A' ken the whole of them. There was, let me see," he said, leaning on his shovel and pondering, "there was Jock; he was a kind o' throughither sort o' chap, a doctor, but no a bad fellow, Jock—he's deid, mon."

"And there was Thomas?" he inquired.

"Oh, aye, of coorse, there's Tam—a useless munestrick chap that writes in London. There's naething in Tam; but, mon, there's Jamie, owre in the Nowlands—there's a chap for ye. Jamie takes mair swine into Ecclefechan market than any farmer i' the parish." — *London Answer*.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

To Mrs. M. E. Cassell.

[Replying to "Welcome Home" in Oct. JOURNAL.]

Dear Norah, our bosoms are beating
With brother and sisterly joy,
Since reading your lovable greeting.
So witching, so artless and coy!
Old Sweetness perused it with pleasure.
She read it again and again,
She always enjoys every measure
Which flows from your talented pen.

Of course it was naught but good nature
Which made you so playful with me,
Because an old chap of my stature,
Presumed to sing under a tree;
Don't foolish yourself, my old timer,
'Twas "sitting beneath it" I wrote,
Like every unfortunate rhymers,
The printer he jabbed at my throat.

How soon you caught on to my falling!
I know I'm discordantly hoarse;
And Norah, old friend, since my ailing,
I croak out a dozen times worse;
But say, I've a kind of a notion
I yet can sing sweetly alone;
In Erin, yon side of the ocean,
I know I made Patlanders groan.

In London I didn't forget you
Before a big sisterly crowd;
They all would be pleased to have met you
And Murdock, 'twould make them feel proud:
And sometime, dear Norah, or other,
'T would please me to know ere I die,
Dear Murdock and you would foregather
With sisters 'neath England's blue sky.

They're beautiful all and kind hearted.
The moment we stood on their shores,
The tears in our eyes freely started,
To witness their wide open doors;
And then, what a welcome they gave us!
We trembled into the heart's core,
Such friendship they showed—the Lord save us!
We feared they would never give o'er.

I'll write for the JOURNAL our rambles
In England, in Scotland, and Wales;
In Ireland I'll tell of my gambols,
I think you'll be pleased with my tales.
Of course, dear, we went out to Blarney,
And like you, we smacked of the stone,
And saw the famed Lakes of Killarney.
That grand spot in dear Garryowen,

'Tis only in sickness and sorrow
The worth of our friends may be found;
In England and Scotland, dear Norah,
And Ireland, and Wales, they were round.
We thank you from hearts of emotion,
And also the great G. I. A.,
For greeting us back o'er the ocean.
"God bless all such friends," we both pray.
SHANDY MAGUIRE.

Across the Sea.

EDITOR JOURNAL: We regretfully left Liverpool for Leeds. We got such a royal reception there we could not cease thinking continually of it. Never could men be more kind and thoughtful than were those who were selected by their associates to receive us.

Under ground and over ground we were taken to behold the unparalleled sights which the great city had to present for two or three days of auto whirling where available. At last we reluctantly grasped hands in a parting good-by, as we had to make a rush for our compartment, when the train was pulling out of the station, which was to carry us to Leeds. At Manchester, en route, the thoughtfulness of those who accompanied us had refreshments in abundance brought to us during our few minutes' stay in the station, and we were furnished with a luncheon which would gratify the kingly taste of the reigning monarch.

Our next stop was at Leeds where we had a "how do you do" and handshakes and welcome salutations extended to us, which again told us that we were truly amongst nature's noblemen.

We found our splendid quarters reserved until our return from Liverpool, which consisted of a drawing-room, along with the other quarters we occupied in the Grand Central Hotel, Brig-gate.

On the afternoon of May 19th we were escorted to the hall of conference. When Brother Carter and myself entered we were greeted with a whirlwind of cheer-

ing. We worked our way to the rostrum through the singing, stamping and cheering of the men who intelligently man the locomotives of the British Isles.

It seemed as if a volcano of broad brotherly feeling long pent up broke from its sane boundaries and lavished a welcoming stream on our devoted heads, and only came to a controllable condition after singing "The Red, White, and Blue," and "He's a Jolly Good Fellow."

Some semblance of order and silence being secured, then Bro. George Moore, the chief executive of the Associated Society of Engineers and Firemen of Great Britain, whose guests we were, gave us a very eloquent welcome, stating it was the intention of himself and his organization to prove to us we were amongst friends and Brothers. He won our hearts.

Carter was not on his feet five minutes after the applause greeting his rising had ceased till he began to tell the assemblage that on his father's side he was English and was Scotch on his mother's side, which showed he was won completely over; and to show that I had a deck passage in the same cause, he told them I was born in Ireland, thereby denying myself the privilege of winning the applause I could have secured by making the announcement myself, for I supposed few would have known my birth land from any aid to its discovery my face indicated.

After receiving our baptism of fraternity from our Brothers of the British Isles, whose representatives stood sponsors for us in Triennial Conference assembled, we were whisked off in an auto to Kirkstall Abbey to see ruins.

There were coffins there on the surface of the ground made of some kind of imperishable cement, about three inches thick, which must have done service for hundreds of years, until the occupants presumably dried up and blew away; and which were good for cages to contain other occupants for another thousand years or so. A walk through the various ruins was certainly a deeply interesting experience to me, and contained an exemplification of the scriptural decree:

"Remember, man, that thou art dust, and unto dust thou shalt return."

This abbey is also supposed to be the scene of Southey's fine poem, "Mary, the Maid of the Inn." A wager was made that Mary was not courageous enough to go at midnight and fetch back to the inn "a branch of the elder that grew in the aisle." She accepted the wager:

"Well pleased did she reach it, and quickly drew near.

And hastily gathered the bough;
When the sound of a voice seemed to rise on her ear.

She paused and she listened intently in fear,
And her heart panted painfully now."

Two murderers were carrying a corpse between them to conceal, and Mary was watching them from behind a pillar, and she saw one of their hats drop in the aisle.

"Ere yet her pale lips could the story impart
For a moment the hat met her view.
Her eyes from that object convulsively start,
For—what a cold horror then thrilled through her heart—
When the name of her Richard she knew.

Where the old Abbey stands on the common hard by,

His gibbet is now to be seen;
His irons you still from the road may espy.
The traveler beholds them and thinks with a sigh
On poor Mary, the Maid of the Inn."

We were informed the Abbey was founded by Henri de Laci, Baron of Pontefract, in the year 1147. Henri was dead quite a spell as we were doing the Abbey, and did not realize that a plebeian latitudinarian was meandering over his reverend nose, utterly disregarding his dignity, in the person of a Western Hemisphere tramp. I did not offer any prayers for the repose of his soul, taking it for granted it was domiciled in the New Jerusalem centuries and centuries ago.

I could copy from the guide book and give you a complete history of the Abbey from 1147 to 1540 and of all the abbots during those years, but what good would it do? They are all in heaven. So says the guide book, and let us congratulate them on getting in; but if I were Peter I'd block this fellow's entrance. I quote: "His name was Turgesius. He was fourth Abbot. He was a severe chas-

timer of his body. He was constantly clothed in a hair cloth. (I presume he was like Bryan O'Lynn, in the old song:

Bryan O'Lynn had no breeches to wear.
He bought him a sheep skin to make him a pair,
The woolly side out, and the fleshy side in.
'Tis pleasant and cool,' says Bryan O'Lynn.)

"In the severest kind of weather he went barefooted. He never tasted wine or flesh. In common conversation he scarcely refrained from weeping. At the altar he never celebrated without a profusion of tears. His eyes might be said to rain rather than weep. The sacerdotal vestment he officiated in could not be used until it was dried."

Gracious! He must have had an artesian well in his head somewhere and kept water always on tap. I suppose he is sainted. I don't know. I never met his name in the litany.

In due time we were back at the hotel. Herself and myself were as delighted as a pair of Maltese kittens playing their frolics in the sunbeams at all we saw.

We were entertained at tea by Brother Fox and his pleasing wife. Carter did the carving and we thoroughly enjoyed the toothsome viands provided for the occasion and, regardless of the fears of indigestion, I ate everything which came to my plate. A box in the theater was our next stopping place, and we were pleased with the grand entertainment.

Next place of entertainment was an auto ride to Harewood House and grounds. We were shown over the great lordly mansion by a lady who delighted in her job, receiving her reward in the exclamations of surprise and astonishment at all we saw. We were pointed out the occupants of the lordly mansion at the stages of their occupancy in their oil portraits, in panels, 16 feet or so above our heads, in one hall full of heirlooms and priceless gifts of the carver's art. The portraits seemed to frown at us in undisguised scorn for daring to pollute the chamber of their presence with our plebeian feet, but we endured their displeasure. One in particular looked killing at us, and I asked our guide who she was. She replied:

"Lady Jane, Countess of Dudley."

"Is she alive?"

"La! No sir. She is dead over 200 years."

"Well, here's hoping she's happy beyond. She doesn't look as if she ever passed around many spare smiles here."

We were shown a cabinet inlaid with costliest woods and other adornments which once belonged to Queen Marie Antoinette. She is dead also. We inquired about another sour-faced lady and were told she was Anne, the seventh Countess of Dudley. She was dead also. In reply to "Who is this handsome lady we are looking at now?" we were told she was Mrs. Hale, sister to the first Countess of Dudley. She was the mother of 23 children, but was not in the peerage. I said, "I salute you, Mrs. Hale. You occupy a proud position in nature's peerage. You gave hostages to fortune, and in working them off your hands to make countesses of them, you proved you knew a good way to provide for them."

After exploring the aristocratic mansion from basement to summit of donjon keep, the delightful gardens, artificial lake, and lawn studded with lordly trees, we kindly thanked our guide and told her to tender our most sincere thanks to the present reigning countess for permitting us to roam through every room in the mansion before all the beds were made up.

"La! Sir," she replied, "She is not here. She is in her London mansion."

"Oh, carry me home to die! How many more houses does she maintain?"

"Several more, sir," she said.

Again thanking our guide, we were going to our autos (they call them motor cars over there) when she asked me,

"Please, sir, are you an Hamerican?"

"Yes, ma'am," said I, "Don't I look like one?"

"Oh! yes sir," she said, with a big broad smile on her motherly face.

Our next stop was made at Ilkley for dinner at the Middleton Hotel, which was a good one; then to Bolton Abbey, a half mile distant, where we occupied an hour reading the inscriptions on the tombstones of sleepers 300 or 400 years in bed in the same cement coffins. On one was this inscription:

"My husband dear, now do not weep,
I'm taking here my silent sleep,
As I am now, so you must be,
Prepare the way to follow me."

I guess he didn't take her advice, as the space under her was smooth and unsculptured, which would indicate he turned in with her successor.

After tea this same night at 8 we had a rousing meeting open to members and their families. It proved to be another big, hearty, singing, cheering, and hand-clapping hurrah, and ere its close Brother Carter and myself were the recipients of an album each, of special design, and containing about 250 of the grandest sights in Great Britain within its covers of maroon morocco, lined with white watered silk, and most artistically arranged by Albert Fox, Jr., the son of the Order's Chief Secretary.

Next day, May 21, off autoing again; this time to Temple Newsam, the residence of Hon. Chas. Wood. If it were possible, the grounds were grander, the residence more gorgeous, and "the hall of state" more historical than was Harewood House. Along with the family portraits in oil up in the wall panels over our heads, the precious articles lavishly arranged in niches on mantels, and stands of ancient design, we also saw life-sized paintings of King William and Mary, the Georges III and IV, the Duchess of Orleans, Sir Henry Ingraham, and scores of others. I felt I was entirely out of place in such company. They were not in my class. I thanked God for taking them to Himself.

Our sweet-faced guide, a charmer under 30, showed us paintings by Rembrandt, Holbein, Sir Joshua Reynolds, and one in particular which had a value of £40,000, which I sized up as too large for my pockets.

Hon. Chas. Wood, as next of kin, came into possession of this lordly mansion and surroundings, and long may he live to enjoy them.

Our next stop was at York. We viewed the celebrated York Minster with uncovered heads. We changed our position to get views of it from other view points, and the sublimity seemed to increase. It can be traced

back beyond the dawn of Christianity, and an imaginative mind can people its inclosure with worshipers who begged to be taken heavenward when they'd die; and we hoped their prayers were heard for leaving us a poem in stone to admire.

As I was in a melancholy mood, I shed a vagrant tear over the mortal stopping place of Archbishop Aldred, who crowned both Harold and William the Conqueror, in 1069 A. D., therein.

Ere leaving York we walked through the Shambles. It is a street of much business, but so narrow that two vehicles cannot pass, and at one end the buildings come near together, adjoining the roof, one house leaning over to meet the other. If a fellow were holding a talk-fest with his best girl in the opposite house, at its finish she could kiss him good night.

We also went through the ruins of St. Mary's Abbey in York. We read inscriptions on stones 1,000 years old; also sculptured panegyrics telling of the virtues of the deceased. We all concluded that heaven was their home instead of here on earth trying in the most honorable way to get bread out of the stony hearts of twentieth century directors of railroads.

SHANDY MAGUIRE.

(To be continued.)

Less Hours, No Overtime.

FOND DU LAC, WIS., NOV. 3, 1909.

EDITOR JOURNAL: The editorial on page 900, October JOURNAL, entitled "A Business Organization," is no doubt as correct as can be gathered from statistics. But the engineer's position is different entirely from any of those mentioned in the article. If any of those men were held subject to call day or night for an indefinite period, sometimes 48 and more hours away from home, paying board, continually subject to call without pay.

The reason engineers are making more per month is simply this, as I have said before: Until recently the 16-hour law came to the rescue, they worked themselves to death, so to speak, while there was work; then when it dropped off they

ate it up and perhaps went in debt before it picked up again.

Enormous mileage and long hours are the cause of the engineers' small regular pay. They are hoodwinked and told, "You make big money." The engineer has been gradually burdened with more and more responsibilities, and now he has in charge the heating and lighting of trains; the braking is entirely in his charge; tonnage and speed have been increased, but his pay has been reduced a great deal in proportion to the service required.

You will agree with me when I say that you have overworked yourself in order to make both ends meet. The very fact stares you in the face when the managers tell you that we are too old when we are over 40. Am I not right then when I say we must reduce our hours of service and our average of mileage and demand compensation according to what we earn?

The machinists here receive the same pay, 38c per hour, as engineers in freight service on the standard type engines usually receive, and should they work 16 hours consecutively would receive in excess of our heaviest engines without the responsibility, hazard, or delay waiting for the caller.

Now, I am not in favor of time and a half for overtime because it is unfair. For example, a man who works 15 hours on a 100-mile division would be getting five hours overtime at rate and one-half; while one who worked the same length of time on 150-mile division would only get straight time; but I believe 12½ miles per hour should be the basis to work on. I believe that is fair for the men and the company. Of course, I would cut overtime out entirely if it could be done, but these problems must be worked out gradually. Let us reduce our monthly or weekly miles or hours gradually, retaining the pay-roll where it is or should be, and latterly come down on the continued or daily miles and hours. One thing is certain—we must reduce the mileage if we would increase the pay.

Now, in conclusion, think of the hardship we undergo. Take for example: we arrive on an extra at 6:00 a. m. tired;

eat, go to sleep (mind you, this is away from home) and wake up in the evening fresh and ready to go to work; nap off again into semi-consciousness until morning. The next morning get up, stay around all day tired, go to bed at 8 p. m. Just get undressed when the caller says, "Extra at 9:30 p. m."

What would your bricklayers, stone-masons, carpenters, plumbers, and others ask for such work? Fraternally yours,
J. F. FREEMAN.

Pay Increased with Tonnage.

PRINCETON, IND., Oct. 16, 1909.

EDITOR JOURNAL: Believing that we are not receiving sufficient remuneration for services performed is an established fact, not only with the men in active service, but by the public in general, and admitted by many that engineers are underpaid. But a few days ago one of the most intelligent men in southern Indiana remarked to me that the locomotive engineers commanded his respect more than any other labor organization for the liberal way of handling their own business, and because of the hazardous position, the service they perform for the railroad corporations and the country in general, and that \$300 per month should not be considered a large salary for his service.

That the engineers are to blame to a great extent for not receiving more money is also a fact, in my estimation. Suppose the engineers had started 10 years ago and demanded a proportionate increase in salary with each increase in the motive power and tonnage handled. We would now have the only true and correct basis of figuring out what our services are worth. Every extra car handled is an extra amount of labor and responsibility.

The passenger trains of 10 years ago consisted of four, five, and six cars; today fourteen, fifteen, and sixteen, and more. Will anyone contend that the passenger engineer's labor and responsibility has not been largely increased?

On our line here while we are receiving 5 to 10 per cent more in pay today than we were five or six years ago, we

are handling not less than 50 and up to 80 per cent more tonnage, and our tonnage has been increased in the last 90 days 5 to 10 per cent, and we are running along in the same old ruts with increased labor and responsibility and saying nothing about increased pay. I am satisfied it is about the same everywhere.

Our 16-hour law is the finest ever to date. My objection to it is that 16 hours is too long to work anyone without rest and very often food, and it should be reduced to 12 hours.

It has always been a source of wonder to me why the engineer or train crew give so much of their time before starting and after finishing their trip, without compensation. I think we should be compensated for at least 45 minutes of this time; 30 minutes for getting the engine ready for the trip, and 50 minutes after arrival to cover inspection and reports. This is not unreasonable.

While we have neglected through our lack of foresight to begin a few years back and figure a proportionate amount of increase with the proportionate increase in power and tonnage, it is "better late than never." Begin to figure from now on an increase in pay in proportion to each increase in power, tonnage, labor, and responsibility; and here I will say that no engineer should run any of the large double or articulate compound locomotives for less than 10 cents per mile, and should have the backing of every member on such a demand.

Our yard men, while they have received substantial increases in the last schedules, yet have room for improvement, especially at intermediate points and through our southern country in general.

To accomplish all of this we must first get right with ourselves, ponder over a few of the wise suggestions from our esteemed Grand Chief. I wish every Brother could see his individual faults as Brother Stone pictures them, and read or have read to him all his monthly statements. There is food for thought in them all.

Read the editorial in the October JOURNAL, on page 900, headed "A Busi-

ness Organization," especially the last two paragraphs.

In my estimation, nothing has held us back more as regards pay and conditions than the members themselves through lack of harmony. It breeds discontent, carelessness, and unnecessary waste of time.

My confidence is supreme in our Grand Officers, each and every one. I do not think they could be duplicated for our leaders. Yet their services without the assistance of each and every individual member will avail us little.

Get right with each other first, and then you will see what wonders can be accomplished. Cut out your envy and jealousy, which is too prevalent in our organization. Weed out the offending ones if necessary.

In our last monthly statement Brother Stone calls our attention to the coming election of officers, which is very wise. We should be careful in our selection. Business is business and our commercial interests are becoming more every day, and we should select men that can carry on the business in an intelligent and businesslike manner. Our delegates to the G. C. of A., Legislative Board, and G. I. D. convention especially, should be men that can compete to a large degree with the intelligence they are to come in contact with. Experience is a grand thing, but it should carry intelligence with it; and if your choice is not nominated, vote for one you think should fill the office.

Fraternally yours,
F. A. E. Div. 343.

Elect Delegates by State and Province.

SHAWNEE, OKLA., Nov. 11, 1909.

EDITOR JOURNAL: By the time this is in the hands of the readers of the JOURNAL the Subdivisions will have elected their delegates to attend the Ninth Biennial Convention to be held in the city of Detroit, which I believe will be one of the largest attended conventions in the history of our organization, and I don't know of any subject that will consume any more time at this convention than the representation question to the G. I. D., but it should not, unless

it is a reduction in the fixed charges, or in other words—what it costs a member to belong to the organization. The representation question has cost a great deal of money and time at the past three or four conventions, and we are no nearer a solution of the problem than when it began.

I am going to submit a plan which I believe can be worked out successfully if it is given a fair consideration. If any Brother has any better idea or plan let him submit it to the readers of the JOURNAL so that when the delegates meet they will be somewhat familiar with the different ideas, and from several ideas the delegates may be able to get the representation question fixed for all time to come.

In my mind if the representation is to be reduced the boys at home will have to do it, for the bunch that attends the conventions will never do it, unless instructed to do so before they leave home, for this reason: About three-eighths of the delegates who attend our conventions have been going to conventions for the last 10 or 20 years and are old-timers at the business. About one-half of the other five-eighths figure, well, I won't vote for a reduction in the representation, as I may get to go again. So you see there is always about five-eighths of the delegates at each convention who are opposed to a reduction of the representation, and the other three-eighths cannot do anything. Any of you who have read the proceedings carefully of the last three or four conventions will see that this is a fact.

Now, as I said before, if the representation is to be reduced the boys in the ranks will have it to do. So it is up to you to say to your delegates, we want you to vote to reduce the representation and to cut down the expenses that are incurred by the average member to send a delegate. I have never believed in getting the election of our officers, such as delegates and Grand Officers, too far from the rank and file of the Order, and I believe the plan as outlined by me will cut down the representation and the heavy expense on the small Divisions, but at the same time keep the election

of delegates strictly in the hands of the fellow who is doing the labor of today and who needs the legislation for his benefit.

You will note my plan gives the members two chances to say direct who shall be their delegates, at the same time reduces the representation on a fair basis. This plan possibly will make a little more work for the Grand Office, but they are in a better position to do it than the officers of a Subdivision. I hope the Brothers will carefully study this plan and if any one has a better one place it in the columns of the JOURNAL so that we can all see it and thereby be better able to determine which is to the best interests of our Brotherhood.

I do not agree with some of the writers in the JOURNAL that it is necessary for us to have a big representation to the convention to create public impression of our organization. Our organization has passed that stage when we need to do this to create favorable public opinion. It would be far better for us to get down to a business proposition and have a business convention so we could do the business for the organization and not consume over half the time that has been consumed in the past four or five conventions.

You will note that the representation is based on one delegate for 200 members. I believe that this will give us in the neighborhood of about 325 delegates, which is a plenty to do our business and at the same time each section of the country will be represented according to its membership. If the convention should desire they could make the representation more or less, and I think it should be less instead of more.

In the question of pay and mileage, spoken of in my plan, there are several other ways whereby a satisfactory solution of the problem could be obtained and good results derived from it. The question of instructing the Divisions in the work after the convention is over will probably bring out some argument, but I believe the work can be sent out as it is now and about half of the Divisions will be better instructed than they have been in the past; however, this can be

easily worked out if all will give it the consideration it deserves. I don't believe the state, territory, province or district conventions to be a good thing for the Order, as I believe there would be too much politics in it, but on the election of the delegates in the referendum plan as I have laid out would place them directly in the hands of the rank and file of the membership, which I believe would be to the best interests and at the same time would be no expense to the Subdivisions. What little extra expense the Grand Division was caused by this plan could be paid out of the fund as stated and then have money left.

My proposition is to substitute for Section 25, Page 11, of the Constitution, the following:

Each Subdivision shall elect at their regular biennial election of their Division officers, a state, territory or provincial delegate, whose name shall be sent by the F. A. E. to the First Grand Engineer on or before January 1st preceding the election. The First Grand Engineers shall, on or before February 1st following, have the Brother's name sent in by the F. A. E. of each Subdivision of a state, territory, province or district, printed on a ballot in alphabetical order, and the Division number placed before the names and a square opposite the names for the members to put a cross in to designate who they desire to represent the state, territory, province or district at the G. I. D. Convention and send them to each F. A. E. of the state, territory, province or district. The ballot shall state how many are to be elected from each state, territory, province or district, and no ballot will be counted by the First Grand Engineer unless the required number are voted for on it.

The F. A. E. of the Subdivisions in the state, territory, province or district in receipt of said official ballots from the First Grand Engineer shall at once place them in the hands of each member of his Subdivision. The members will at once fill out ballot for those they desire, sign their names and return ballot to the F. A. E. on or before April 1st preceding the convention, who will at once forward the same to the First Grand Engineer. The

First Grand Engineer, upon receipt of the ballots from the F. A. E.'s of the Subdivisions of the state, territory, province or district, shall at once canvass ballots and advise the Subdivisions who are elected as delegates to the G. I. D. from the state, territory, province or district. Those receiving the highest number of votes will be declared the duly elected delegates to represent the State, territory, province or district at the G. I. D.

In case of a tie in the count of any two or more members of the state, territory, province or district, the First Grand Engineer shall decide tie by law. The representation to the G. I. D. shall be one delegate for every two hundred (200) members, or major portion thereof, from each state, territory, province or district within the United States and Canada, but provided no state, territory, province or district having one Subdivision and less than one hundred (100) members or more than twenty-five (25), shall be entitled to one representative in the G. I. D., and any state, territory, province or district having less than twenty-five (25) members shall notify the First Grand Engineer on or before April 1 preceding the convention, what state, territory, province or district they desire to represent them at the G. I. D. Convention; but no state, territory, province or district representation shall be increased by said annexation. The Republic of Mexico shall be considered as one state or province, and the Canal Zone as one state.

Delegates to the G. I. D. elected in the state, territory, province or district shall receive seven dollars (\$7.00) per day, to be paid by the Grand Division for every day going and returning from the convention, and while attending the convention, and shall receive three cents (3c.) per mile, shortest route to apply, going to the convention; the First Grand Engineer to determine route and number of days going and returning. Any delegate failing to answer roll-call morning or evening, unless excused by the G. I. D., will forfeit his pay.

The Grand Division shall collect 50 cents per member semi-annually from

each member in good standing. To be placed in a fund known as the Convention Fund, to be used only to pay the delegates to the G. I. D. convention. This assessment to be levied and paid as all other assessments are. All sections or parts of sections conflicting with the above are hereby cancelled.

Sample copy of how a ballot would be made out by the First Grand Engineer:

CLEVELAND, O., Feb. 1, 1909.

OFFICIAL BALLOT—STATE OF OKLAHOMA.

Vote for three by placing cross in the square opposite the names of those you desire to represent the State.

Div. 630	J. F. BROWN.	<input type="checkbox"/>
Div. 638	J. J. CLEAVER.	<input type="checkbox"/>
Div. 578	FRANK FOLSOM.	<input type="checkbox"/>
Div. 711	JOHN JONES.	<input type="checkbox"/>
Div. 721	SAM MOORE.	<input type="checkbox"/>
Div. 539	H. H. RODMAN.	<input type="checkbox"/>
Div. 609	E. WATROUS.	<input type="checkbox"/>
Div. 763	HENRY YANT.	<input type="checkbox"/>
Div. 523	FRANK ZEGILER.	<input type="checkbox"/>

Now, boys, get in the game and see what can be accomplished for the benefit of all in this direction.

W. L. BLESSING, Div. 609.

The Journal and the Editor Criticised.

In a letter addressed to the Grand Chief, the F. A. E. of Subdivision 565 says:

"I have heard much criticism among our boys here of the JOURNAL, and I myself am of the opinion that about all the good it is to the members is to see what the insurance assessment is for the current month, and I believe that something should be done to make our JOURNAL more up-to-date as an educator of our members as to what is going on in the field of labor and questions of interest to us as engineers. *We are past the age for these fool love stories that take up so much space, and the pictures of some danged old switch engine or some one riding on a jack in Texas or Utah, or a description of some city in Europe.* I believe our members should be informed through the official organ of what is of interest to them as engineers, such as what legislation is being defeated or passed by our legislative boards, court decisions on matters of interest to labor and able editorials on such matters, and a thorough course of instructions on electricity, with descriptive cuts that can

be readily understood, something I have never seen as yet in the Journal. There is not much use writing to the Editor about this matter as he gets sore, so I am asking you if something cannot be started to make our JOURNAL what the members have a right to expect it to be."

As a critic it is well sometimes to be a little distrustful of our own sagacity. One ought to know his subject well before he enters into that field, but it would be indeed strange if there were none to criticise the JOURNAL and the Editor among our 64,000 members. No one, however wise he may be, or how much thought, energy and loyalty to what he believes to be best he might put in the work, would be a dreamer to think he could do what the greatest leader of men known to the world could not do, but we have had very few of these letters. We recall but five during 1909, and three of them came from the same quarter in Pennsylvania.

The letter quoted shows how little thought it requires to find fault and criticise the work of another, and shows conclusively that the criticism has been made without examination of the thing criticised, and would lead one to conclude that he acted on his proposition "That all the JOURNAL was good for was to see what the insurance assessments were for the current month." Had he been a reader of the contents of the JOURNAL he would have realized how ridiculous his proposition is to insert articles on electricity saying, "It is something he had never seen as yet in the JOURNAL." In this connection a little history of the electrical subject may not be out of place. After the action of the St. Louis Convention in 1898 in relation to the members employed on the New York and Chicago elevated roads, where the steam engine had been displaced by electricity, we felt that a series of articles on electricity would be of interest to a growing number of members if they would read them, and we looked about for a competent man, and through Bro. S. P. Hutchins of Div. 34, then as now representing the Westinghouse Company, but located in Buffalo, introduced Mr. Grissinger, a college educated electrical engineer in

the employ of the largest electrical plant probably in the world, the Niagara Falls Electric Light & Power Co. The articles were to be fully illustrated and as free from terms that could not be readily comprehended as possible, and to treat the subject from the primitive to the applied science. These articles began to appear in the 1900 JOURNAL and continued during the year, occupying 46 pages of space. Not receiving any comment on the articles from those they were intended to benefit we discontinued them, but the continued increase in the number of our members who should at least know something of the electrical subject, induced us to reproduce this series of excellent articles, the first number appearing in December, 1904, and after repeating the whole series we requested Mr. Grissinger to continue the series, and they have appeared every month with illustrations, including the New York Central's heavy passenger service fully illustrated. And we have done this in the face of the fact that but two of our members have ever commended them.

Eventually the *B. of L. F. Magazine* desired to present the same kind of series and the editor wrote Mr. Grissinger. He wrote us to know if we had any objection, and we readily assented to his presenting the same subject in the same form in the *B. of L. F. Magazine*. And any member of the B. of L. E. who desired to educate himself on electricity could find no better means than has been furnished in the pages of the JOURNAL. Every phase of mechanical use has been gone over, and now the newest development is being treated.

As for our critic's suggestion that the work of our legislative boards be treated editorially, spread out over more than 40 States and Canada, we confess we do not possess the temerity necessary for such an undertaking. We find difficulty in securing the facts relative to many subjects we are quite familiar with, and we prefer such criticism as we have quoted rather than put ourselves in a position to justify it, by writing on matters too far away to get at the facts, and we question whether it would be judicious to

deal with these varying subjects and conditions if we were in possession of the facts.

As for the pictures of "danged switch engines and members on jacks in Texas or Utah." We have never requested either, and took the fact of their sending them in as an evidence that they liked to see them; some members of the Order thus mounted are occupying important positions in Brotherhood affairs. As to the love stories, which involve the whole Literary Department, foreign descriptions and all, our critic may be past the age of sentiment, perhaps he is single and never acted the part that makes the *fool* love stories possible. But the larger part of the human family, fortunately, are endowed with some degree of sentiment, like to read the Literary Department, and who still entertain a strong liking for their sentimental choice of a life partner and even in old age are glad to have them share in the pleasures of life, and to have a department in the JOURNAL they can enjoy reading. Some men talk co-operation and forget to apply it in their home affairs. We do not hesitate to say that if there is a department in the JOURNAL suitable for family reading that our Sisters read the JOURNAL more than our Brothers do. We have always believed we were on the right track in continuing the Literary Department, and have had abundant evidence that it was popular with the majority.

We do not expect to please everybody, but we have put in nearly 16 years of earnest work trying to give our members an acceptable publication, and we have learned to expect criticism and few compliments. We have given the department as earnest care as we could have given our own personal interests, always remembering that whatever was left over the cost of production went to the care of our members who could not care for themselves, and in the 16 years more than \$300,000 of the receipts have gone to the charity fund. If a radical change is desired, and all the income spent on the JOURNAL, which would necessitate an increase in grand dues of 50c per member if the Indigent list is to be continued,

the delegates to our next convention should possess that knowledge and have the convention, and not the Editor, assume the responsibility of the change.

EDITOR AND MANAGER JOURNAL.

Too Many Delegates to Expedite Business.

DANVILLE, ILL., Nov. 2, 1909.

EDITOR JOURNAL: On page 953, November JOURNAL, Brother Bell of Div. 522 says there are none too many delegates for the convention, and further on says the B. of L. E. cannot afford to reduce the number because of the impression it makes on the public.

The B. of L. E. is no infant that we must have a show over, and if you get figures from the Grand Office you will see the pittance you speak of is no small amount of money.

The Brother's plan would require more representatives for 75,000 engineers than it does for 80,000,000 in the United States, where 391 now transact the business. We will have 500 or more if we are to follow the suggestion on page 900 in the October JOURNAL, and call it a business proposition. The public would say we must have a great amount of business to transact or the members are not up-to-date.

The remainder of the Brother's article is good. System representation seems to me the most feasible plan. With this, roads will be represented, and the small Divisions would stand in line with the large Divisions, and pay all the delegates out of the general fund for all actual time put in at the convention in answer to roll-call, unless sick; and have the laws so that the money to pay delegates can be collected by assessment with the Grand Dues from all active members, and not from the honorary members.

I agree with all members contending for shorter hours in all kinds of train service, and I would say \$1 an hour after eight hours for engineers in all train service, unless in case of accident; then 50 cents for all actual time behind a wreck or wrecking.

I fully agree with Brother Falkner that the law should be changed requiring all members to commit the obligation

to memory. It is well worth memorizing. Then every member would know his duty under the law and his relation to his fellow men.

Fraternally yours,

J. O. DETWEILER, Div. 100.

To the Brotherhood At Large.

NEWARK, N. J., Nov. 9, 1909.

EDITOR JOURNAL: During the Civil War of 1861-1865, it became necessary for the Government to take charge of and run some of the railroads abandoned by the Southern army, and use them for transporting troops and supplies. It was difficult to get engineers. Firemen and brakemen could be detailed from the army ranks. To get engineers, the Government advertised for them in Northern papers. Many promptly responded to the call. All left good positions, feeling it to be their duty to assist the Government, and thinking thus to give better service than if they had enlisted as a soldier. They considered that they were a part of the army as much so as though they had enlisted in some regiment. None have been known to have deserted their post when they were under fire, nor did they at any time refuse to take out their engines when they were liable to be fired on by the enemy. The men so employed were a part of the army in which they were located. In Virginia they were under a quartermaster of the Army of the Potomac. Nashville and Chattanooga, Tenn., and Huntsville, Ala., were in the Army of the Cumberland, and were under military orders at all times. Many engineers were killed and wounded, and a number were taken prisoners and confined in Libby and Andersonville prisons. Two of our number now living still have bullets in their bodies that they received while in Government service.

During the raids made by the enemy the engineers saw very hard service, many times running over strange roads that they had never seen, and many times unable to get anything to eat for from 30 to 40 hours. Of the 36 now known to be living, their ages running from 68 to 88 years, only a few are under 70 years.

We have refrained from asking for any relief from the Government until several years ago, when the result of the hardships of that trying period began to tell on many of us. Congressman Wiley, of New Jersey, introduced a bill for our relief in 1903 which would have placed us on the army roll the same as soldiers. In the last session of Congress there were several bills presented, but never reported by the committee to which they were referred.

We feel that the services we rendered the Government during the war, and the danger and hardships we endured, were not fully understood by Congress. Congressman Wiley of New Jersey will again present a bill at the next session of Congress. We respectfully ask that each Division of the B. of L. E. take up our cause and communicate with their Senator and Congressman, asking them to use their influence to get the bill reported favorably and also vote for it when it comes up for final action.

Should any Brother know of any engineer who ran on military railroad in the Civil War who has not yet communicated with me, will you kindly send, or have him write to me, giving me name, address, age and where employed.

Fraternally yours,

WM. Y. ROHRBACH, Newark, N. J.

Stop Sunday Work.

SARATOGA SPRINGS, N. Y., Oct. 21, 1909.

EDITOR JOURNAL: I would like to start a discussion among the Brothers in regard to Sunday work.

Of late years Sunday work has been forced upon railroad men without any apparent protest. Realizing that owing to decreased passenger travel on that day freight movements can be handled more advantageously, I would like to ask why the employees that are compelled to give up their home comforts and church duties and go on duty on the day which our Lord designed for a day of rest should not receive extra compensation for this duty. Are we not as good as mechanics and others who are paid extra, generally time and a half, for Sunday work?

If we were paid extra for Sunday work,

wouldn't the railroad companies be likely to keep freight movements and yard work down to the minimum on that day?

Let us agitate this matter, Brothers. I think it is a good subject to be taken up at our next convention.

The 16-hour law is a splendid thing for railroad employees, but I think it should be reduced to 12 hours, and less Sunday work would be still better.

I would advise all Brothers to read Brother Freenor's letter in the September JOURNAL. Let's have more of it.

MEMBER DIV. 172.

Reclaimed Land in Colorado.

LUJANE, COLO., Sept. 27, 1909.

EDITOR JOURNAL: In the July number of the JOURNAL I had an article describing the work and country under the Un-compahgre project of the U. S. Reclamation Service. Since then I have had a great number of inquiries regarding the country, method of filing, when the land would be opened, and so forth.

I have endeavored to answer all these letters, but during July and August I was away on a vacation, and some of them, no doubt, got mislaid.

To those to whom I have not replied I wish to make this general statement. First, I will refer you again to the article as to the character of the country, crops, etc.

There is no land under the project that is open for entry at the present time and just when it will be opened I cannot say, but will promise that if I am permitted to do so and can get the information, will give it to you just as soon as I can get it through the columns of the JOURNAL.

There is, however, lots of deeded land for sale in the valley which can be bought for from \$25 to \$500 per acre; but of course this needs personal investigation.

If any of you have not received a reply from letters written me it has been because the letters have been mislaid and have not come into my hands.

When the lands under the project are thrown open for entry there will be about 20,000 acres of land that will come under cultivation and be as good as "lays out of doors."

Incidentally, I wish to say that the President of the United States pressed the button which opened the head gates at the Gunnison River on October 7, and we had a great day here. Everything went quite smoothly, and I had the extreme pleasure of an introduction and pleasant talk with the President.

Hoping this will cover my shortcomings in not getting a reply to your letters to me, I am
Yours fraternally,

L. A. MCCONNELL.

Pension for Engineers.

QUEBEC, ONT., CAN., Oct. 30, 1909.

EDITOR JOURNAL: I have been watching the JOURNAL closely these last few months to see if any of our Brothers who are handy with the pen would take up the question of the pension for engineers.

Now I have given this a lot of thought, and the only pension, to my mind, to be just, will have to be run by the B. of L. E. My idea would be to make it for old age, say 65, or whatever the members would see fit, and for those that would be disabled and not able to earn a living for themselves and family. So by this means the younger members would be as liable to come in as the older men.

I think that the B. of L. E. has to take it if for no other purpose than to protect its members; for the pensions that the railroads are giving, while they may look all right, do not give to the Brother who loses his job a guarantee that he will draw a pension after a certain time. But, by the B. of L. E. having the pension, it would not make any difference whether a Brother worked on one road or another, so long as he kept inside of the law which will govern the same.

For my part, I cannot see how a Brother can be as independent in the railroad pension as he would be if run by the B. of L. E. Now, the engineers are the high paid men, and as the assessment is made as per pay roll, and the engineer's life is the shortest, he has to pay for the other fellow.

I do not think it will cost us as much

as it does the Brother on the road where the pension is, and we will protect our disabled Brothers as well as the older ones. I would make this compulsory just the same as the insurance and I think the young Brother will get as much out of it as the old member.

Every Division should have a talk on pension before the convention, and the representatives should be prepared to do something with this matter at Detroit in 1910. If every Division would do so and give the delegate the number of members who would come in, say in 1912, by that time a good fund could be started. I mean by the number of members to come in, all old Brothers whether in active employment or not. We have shown that we can run a Brotherhood and an insurance second to none, and now let us show that we can also run a pension.

I am pretty sure if the delegates and Brothers said, in earnest, we will have a pension, we would have one and it would not again be said that any old engineers were in want, in many cases by no fault of theirs, for I believe the men who have fathered this Brotherhood should not be left in poverty in their old age.

I am pretty sure that after we were started the cost would not be so great as some would think.

Hoping the Brothers will think the matter over and bring it up in Division meeting, and some means of a good system of pension be decided on at next meeting at Detroit, I remain,

Fraternally yours,

F. A. E. DIV. 723.

The Electric Headlight.

CHICAGO, ILL., NOV. 8, 1909.

EDITOR JOURNAL: I have been reading with great interest the letters in our JOURNAL concerning the electric headlight, some in favor and others against; and I would like to register my views against the electric headlight and sincerely hope I will never be subjected to being blinded by one of them.

There is only one point in favor of such a strong light. I will admit they are a

fine thing for the man behind the light, but God help the man in front of it.

I have not forgotten the electric headlight that was tried on the Illinois Central Railroad some 20 years ago, which looked as big and bright five miles away as it did five feet, and rendered it an impossibility to see anything even for quite a few minutes after it had been met and passed on a four-track right of way.

I would like to see the antics of some of the Brothers who are so much in favor of this light on a train of three and four sections with an electric headlight in front of them where it will be in full view for 10 or 15 miles coming in an opposite direction.

These lights may be all O.K. on roads that are curved, but where the tracks are straight for 200 miles, like the Chicago division of I. C. R. R., I think more than one rear end would get jacked up.

There is one solution of the difficulty that I can see and that would be to carry a piece of smoked glass to be used the same as viewing an eclipse of the sun. I note in Brother Archibald's letter in the November JOURNAL where he says the engineer has a watch and time-card. I fail to see what good they would do a man that could not see where he was.

I can also remember where two Louisville, New Albany & Chicago passenger trains ran together, head-on, on a straight track about 30 miles east of Chicago some seven or eight years ago, killing 40 people. Both engines had electric headlights, but neither engineer realized they were so close.

Brother Archibald also admits the electric headlight is hard on the eyes, and I agree with him and think more than one Brother would be looking for a job if they were unanimously adopted. We all know how a naked light in the cab affects the sight—even the glare when fire-box door is open; and how a man could see a train ahead with an electric headlight coming toward him on the opposite track is something I have yet to learn.

No, Brothers, the kerosene headlight with properly adjusted burner and clean reflector is good enough for me. There

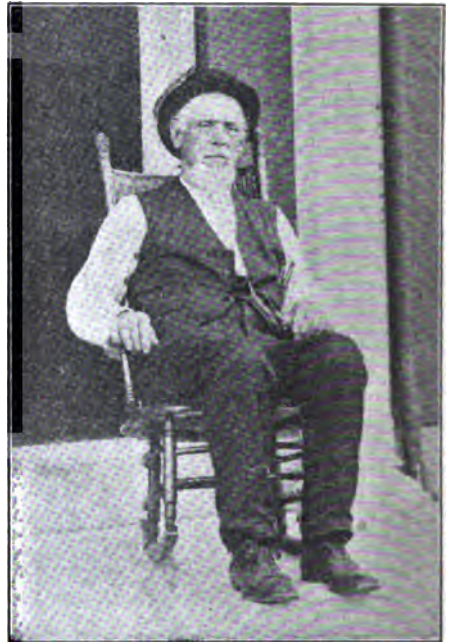
are many men in service today who can remember how good a light the silver-plated reflectors of 20 and 30 years ago used to give. Fraternally yours,

JAMES C. GLOVER, Div. 10.

Bro. J. H. Feathers Among Oldest Members.

LOUISVILLE, KY., Nov. 1, 1909.

EDITOR JOURNAL: Bro. J. H. Feathers, member of Subdivision 78, Louisville, Ky., was recently retired with a liberal pension in consideration of his long and valuable service on the Louis-



BRO. J. H. FEATHERS, DIV. 78.

ville & Nashville Railway, where he had been in service continuously since 1877. Brother Feathers was promoted to the position of engineer in the early '60s and joined Div. 10, Chicago, Ill., Feb. 6, 1864, but later took a position with the Philadelphia & Reading Railroad, transferring his membership to Div. 75, where he served for a number of years, until the time Francis B. Gowan issued his famous order that all members of the B. of L. E. must sever their membership or resign from the service of that company, April 14, 1877. Brother Feathers was in passenger service and quit in

what is known as the Reading strike of that period, and in the fall of that year secured a position with the L. & N., in which service he filled the positions of traveling engineer and roundhouse foreman, and at the time of his retirement was in fast passenger service between Louisville and Nashville; filling every position with entire credit and to the entire satisfaction of the company; yet, during all this time entertaining unquestioned loyalty to the B. of L. E., in which he served as Chief Engineer of Div. 78, during which time Bro. F. A. Burgess, A. G. C. E., served as F. A. E. Brother Feathers also served Div. 78 for a number of years as Secretary of Insurance, very acceptably to the members, and retires with the best wishes of all members, highly respected by all who know him, and who wish for him a long term of years of well earned rest.

Brother Feathers is an excellent example of loyalty to the right principles, which the B. of L. E. teaches, and under which he was able to render faithful and acceptable service to the L. & N. R. R., an evidence that the president of the Philadelphia & Reading was wrong in 1877, and that Brother Feathers was right in sustaining his loyalty to the B. of L. E. and its principles of justice to its members without infringing upon the equitable rights of those by whom they are employed; and every class will join in extending congratulations to "Dad" Feathers, as he is commonly known, for the high honor he has conferred upon himself in maintaining a high standard of manhood, his long and honorable association with the B. of L. E., and the exceptional honor the Louisville & Nashville officials confer upon him for loyal service in retiring him, and providing for his future wants. May he live long to enjoy the fruits of his well spent life.

Fraternally yours,

MEMBER DIV. 78.

Greater Interest in B. of L. E. Affairs.

CHICAGO, ILL., NOV. 10, 1909.

EDITOR JOURNAL: Brothers, do you realize that indifference, lack of interest and absenteeism in B. of L. E. meetings

of the different Subdivisions of our Order are the real troubles our Grand Officers and the Division workers have to contend with? I think if each of you would stop and think you would agree with me that we all know that the few workers of each Subdivision that are elected to office are, with few exceptions, sacrificing their time and ability without the help they should have from the members, and they get little thanks for it, as a majority of the Brothers are willing to let the burden fall on the few, which is not just nor right.

Go to your meetings as often as possible, and after you make a small sacrifice of your pleasure and help do things at a few meetings, you will get the habit, as I heard a Brother remark at a late meeting, and it will be easy for you to do your duty by the organization which keeps up your wages and conditions and is steadily improving them.

Do not forget the union meetings in your vicinity as they have Brother Stone's backing and full support, and in lots of communities he can meet the Brothers of several Subdivisions at one time and give them a heart-to-heart talk, where it is impossible for a Grand Officer to get to all Divisions. There are always a lot of small matters coming up which do not amount to enough to call a Grand Officer to a Subdivision. So, I know you can see the point in favor of the union meetings.

The union meetings in Chicago every fifth Sunday through Bro. Frank Warne's push and hard work are showing very good results, and any Brother within a radius of 300 miles of Chicago will surely find it to his benefit to get to these meetings, as questions of vast importance to the B. of L. E. are taken up and discussed.

One thing more I wish to say is that too small a percentage of the Brothers read the JOURNALS; and I would suggest that where a Brother does read his JOURNAL he should talk with other Brothers, and if they have not read it to tell them to get busy, as they are not doing their duty in that line.

Yours fraternally,

O. R. MARSH, Div. 231.

Bro. John H. Woods Retired.

(From the Port Jervis Gazette.)

Erie Engineer John H. Woods has rounded out three-score-years-and-ten, and in accordance with the rule adopted by that railroad a few years ago he has been placed on the retired list. He made his last trip a week ago Thursday, and so comes to an end one of the most interesting railroad careers on the line of the Erie. But it is hard work for a man who has always been busy to keep still, especially one who possesses so much health and vigor at his time of life as



BRO. JOHN H. WOODS, DIV. 54.

Mr. Woods. There are many men who while less in years than Mr. Woods, are by no means as fully qualified for a day's work; but the inexorable rule of the company had to be complied with and a good citizen is out of employment because he had committed the offense of being 70 years old, which we will all commit if we live long enough.

John Woods is among those who, like the fighting 69th, were "the first in the fight and the last to leave it." He is a veteran engineer, veteran in the Brotherhood, and was always at the front of all things concerning the well-being of his fellow engineers and fellow men. He

comes by his railroad predilections very naturally, his father, Samuel H. Woods, having been an engineer on the Erie before him. Born at Pompton, N. J., Oct. 9, 1839, he began his railroad service as an apprentice in the shops at the age of 18, remaining in the employ of the Erie until October, 1858, when (his father going into the service of the Delaware, Lackawanna & Western) he went to the D., L. & W. shops at Scranton, and in 1859 began firing on that road. After six months he was promoted to the charge of an engine there, remaining until 1863, in September of which year he entered the ranks of Erie engineers, and pulled freight up to February, 1866, from which time and until February 11, 1869, he was on the Lackawanna & Bloomsburg Railroad, and in the service of other roads as engineer.

Returning to Port Jervis at the latter date, he again entered the service of the Erie, where he has since continuously remained, and since 1887 has been a passenger engineer. During all these years, Mr. Woods has escaped serious injury except upon one occasion, this being on the night of May 10, 1878, when on his eastbound run his engine was thrown in the ditch by obstructions wilfully placed on the track and went down a 30-foot embankment. He, together with his fireman and brakeman, barely saved their lives by jumping, but unfortunately in doing so Mr. Woods's leg was broken, and he was kept from his duties for six months in consequence.

In 1864, Mr. Woods identified himself with the Brotherhood of Locomotive Engineers, and his actions in all matters relating to the best interests of his fellow engineers have always been such as to warrant the reputation he bears, that of being one of its most level-headed advisers. Fully recognizing this, his Brother members in 1888 elected him First Assistant Engineer of his Division, No. 54, of Port Jervis, which position he filled to perfect satisfaction until 1896, when he was elevated to the station of Chief Engineer, serving in that capacity until 1898, in the meantime representing his Division as delegate to the Ottawa Convention. Mr. Woods was an earnest

worker in the affair of "E. B. Thomas," serving as secretary of the association, and giving freely of his time and services to the enterprise. Mr. Woods is a good citizen, a faithful member of the Presbyterian Church, and has a large number of friends who wish him many years of happy contentment.

Bro. S. E. Goss Retired.

EDITOR JOURNAL: Bro. S. E. Goss, a member of Passumpsic Div. 163, was born in Winchester, N. H., April 20, 1842. He served in the Civil War in the 5th New Hampshire Regiment as a sergeant, and soon after the war he commenced his railroad career, working as a freight brakeman on the Cheshire



BRO. S. E. GOSS, DIV. 163.

R. R., then running between Bel-
lows Falls,
Vt., and Ash-
burnham,
Mass., re-
maining one
year.

In 1867 he
came to
Vermont and
entered the
service of
the old Pas-
sumpsic di-
vision, now

of the B. & M., working as a painter for
two years.

He then commenced firing on the
engine "Wm. Thomas" and fired one
year and ten months. He was promoted
and made his first run as an engineer on
a stock train from Lyndonville to White
River Junction and continued at the
throttle till two and a half years ago,
when he was obliged to retire on account
of ill health.

During this 40 years of service he
maintained a most excellent record as an
engineer.

He joined the B. of L. E. in 1869 and
has been C. E. and held other offices at
different times.

He has been an active member of the
Congregational Church for years. P. B.

Golden Wedding.

Brother Benjamin Gardner, who was
married to his estimable wife on October
15, 1859, and joined Div. 54 in 1865, prov-
ing true to both vows, recently held their
golden wedding in Honesdale, Pa., where
they now reside, of which the *Wayne*
(Pa.) *Independent* says:

On Friday, October 15, 1909, the bride and groom
of 50 years ago were "at home" to friends, about
250 of whom called to extend their congratulations
to this worthy couple. It was a very informal
affair. Mr. and Mrs. Gardner not wishing to
slight any of their numerous friends by omitting to
invite them, had issued no personal invitations,
but had made known through the local papers that
they would be pleased to greet all of them on the
afternoon and evening of the golden anniversary.

Their pleasant home at corner of East and Four-
teenth streets was tastefully decorated with
clematis, amilax and cut flowers. In the dining-
room, where the guests were served to delicious re-
freshments the color scheme was gold and white,
beautiful large yellow chrysanthemums forming
the center piece and mantel decorations.

A pleasing feature of the gathering was the
presence of the other members of the wedding
party of long ago: A. J. Gardner of Factoryville,
best man; the bridesmaid, now Mrs. A. J. Gilmore
of Factoryville, and the flower girls, Mrs. Joseph
Houck of Pittston, and Mrs. Clara Steinbeck of
Newark, N. J. They received with Mr. and Mrs.
Gardner, who were also assisted by Mr. and Mrs.
W. M. Gardner, Mr. and Mrs. P. W. Gardner of
Scranton, Mrs. E. J. Jordan of Tunkhannock, and
Rev. and Mrs. James P. Ware of Drifton.

Others present from out of town were the two
grandchildren, Perry Deen Gardner and Sarah M.
Gardner of Scranton; Mrs. Milo Gardner of Car-
bondale; Mrs. Charles Garrison of South Orange,
N. J.; Mrs. A. G. Perham and Mrs. Ellsworth Ames
of Waymart.

Mr. and Mrs. Gardner were the recipients of
many handsome gifts, an evidence of the high re-
gard in which they are held by their many friends.
There were gold coins, gold decorated glass, can-
delabra, linen and cut-glass. The Parish Aid So-
ciety, of which Mrs. Gardner had been an officer,
presented her with an exquisite amethyst brooch,
while the G. A. R. remembered her with a beau-
tiful bracelet and Mr. Gardner with gold cuff
buttons and scarf pin.

Directly after their marriage in 1859, Mr. and
Mrs. Gardner began housekeeping in Scranton,
where he was employed as a locomotive engineer
by the D., L. & W. railroad company. On Aug. 15,
1862, he enlisted in Co. I, 132d Pa. Vol., and was
mustered out May 24, 1863, as first lieutenant. He
was immediately employed by the Government as
an engineer and located at Washington, D. C. In
1865 he became an Erie engineer, running between
Port Jervis and Susquehanna, and in 1871 was given
the passenger train from Honesdale to Lacka-
waxen. They then came to our "Maple City" and
Mr. Gardner continued to govern the throttle of

the engine that pulled the Erie's passenger train until two years ago when he was retired on the age limit. He was, however, retained in the company's employ in another capacity and goes on duty regularly. He and his wife are exceedingly active and still youthful in heart and appearance.

During their long residence at Honesdale, Mr. and Mrs. Gardner have made many friends by their cordial and charitable dispositions and sterling worth. They are both members of Grace Episcopal Church. Their two sons, Wesley M. and Paul W. Gardner, hold responsible positions in the city of Scranton. The former is president and treasurer of the Finch Manufacturing Company, and the latter is bookkeeper with the Eureka Specialty Printing Company.

Engine 37 S. P. of A.

SAN FRANCISCO, CAL., NOV. 5, 1909.

EDITOR JOURNAL: When I began reading "The Evolution of a Train Robber," in the November JOURNAL, I had no idea what the sequel would be. The S. P. people at one time when the road was being pushed east from Tucson were in a hurry for new engines, and they having an order for new engines with the Schenectady people who were also working on an order for the N. Y. C., as I understood at the time, the N. Y. C. people waived their rights and let the S. P. have the engines. They were 17x24 eight-wheelers, and painted black. The S. P. men called them the "Black Crooks."

The writer fell heir to one of these engines, the 37 S. P. of A. Previous to that I had considerable service with engine 37 Central Pacific (a Lancaster, Pa., Norris), on Visalia Division of the C. P. Was sent to Tucson with 37 S. P. and ran her on 19 and 20 east out of Tucson. We were then running to San Simon. Opposite to me was a man named Dere. Being troubled with rheumatism, I was forced to give up my run. The last trip I made with the 37 was with a special carrying the master car builder and superintendent of bridges, etc., from Tucson to Yuma. On my return to Tucson I turned the engine over to Theo. Webster, who ran her until he was killed. Am quite sure a man named Harper took her after Webster's death, and 37 was again held up somewhere between Tucson and Yuma.

A very singular wreck happened while I had 37. Was going east with 10 cars

of ties and six of merchandise. While descending a grade down into the bed of Mud Lake (I forget the name of next station) felt a jerk in train and engine lunged ahead. (We had no air on train.) I stopped and looked back (division superintendent was riding on engine with me) when we saw back end of train loose from caboose, going down the bank. Now, the rule is where a wheel breaks to ditch everything behind, but in this case it was reversed, the rear cars pulling the front ones down and not breaking the couplings. A brakeman was on top of the cars and to escape being killed he started on a run toward the front end, but the rollers were too fast for him and he went down on the tenth car on his back and heels up, and never got a scratch.

Now, I don't know whether the 37 was a Jonah or not, only know she was a good engine and wish I was on her today.

The man who wrote "The Evolution of a Train Robber," painted conditions in their true colors as they existed at the front in the early railroad days.

When the writer first went on the run out of Tucson the man opposite me was an old-timer, George (Bally) Bailey. We laid up on a sidetrack at San Simon; so, one night a lot of cowboys went after Bally to give them a ride on his engine and insisted on it until the old man told them why he could not do it, when they let up. All the same, when Bailey got back to Tucson he was on the warpath and his face painted, and he was going right down town and get a gun and "show them d—n cowboys what is what;" but he never did. I don't know what became of the old plug-puller.

Pantana, a town east of Tucson, was the scene on one occasion of cowboy hilarity, when they made a target of the stack of Tom Martin's engine and shot it full of holes. The last I saw of Tom he was running a helper from San Fernando to Palmdale on the Tehachapi grade.

While returning to Tucson with light engine on special run quoted above, one place where I stopped for orders two Maricopa Indians got up on the engine to take a ride. There was no "by your

leave." They just loaded on, and the only clothes they had on was a breech-cloth and bow and arrows. When they got ready I stopped and let them off.

It was a common sight to see a bunch of bucks, squaws and papooses on top of a freight train going either way, but I noticed that the Papayas would never ride farther east than Benson. Why, I do not know.

If Bob Apps, an old N. Y. C. man, is still living he will remember the trip he and the writer took up Winnemucca Mountain once on our lay-over day, when we were together on the old Central Pacific.

I quote some of the above scenes to show what was going on at the front in the early railroad days, and what there is to be seen in the great big West.

Let me quote one more incident to show how the mining fever will get the best of men sometimes. I was running between Carlin and Winnemucca, and had gotten as far west as Palisade, about eight miles from Carlin, if my memory serves me right, when my fireman, a man named Deturbe, concluded he would go to White Pine, a mining camp. So, what did he do but step down and out, leaving to head brakeman to find the rest of the way. I met him some years afterwards on the Pacific mail dock in San Francisco decidedly the worse for the wear. He did not have his own hat on.

W. DE SANNO.

Pennsylvania Relief Fund Benefits.

According to reports issued August 30 the relief funds of the Pennsylvania system have in 23 years paid out a total of \$26,702,948 in benefits to employees of the railway. Of this amount \$15,896,426 was paid to members who were unable to work, while the remainder, \$10,806,522, was paid to the families of employees who died. Reports for July show payments amounting to \$98,294 on the lines east of Pittsburgh and Erie. To members incapacitated for work \$59,797 was paid, while to the families of members who died there was paid the sum of \$38,497. The total amount paid out of the relief fund of the lines east of Pittsburgh since it was established in 1886 is \$19,477,987.

On the lines west a total of \$43,165 was paid out in the month of July; \$20,000 representing the amount paid in benefits to the families of members who died, and \$23,165 for the relief of members who were unable to work. Since the organization of the relief department on the lines west in 1889 there have been paid in benefits a total of \$7,224,961.—*Railway Gazette.*

Railroad Employees' Home.

HIGHLAND PARK, ILL., NOV. 1, 1909.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of October, 1909:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.	Div.	Amt.
64.....	\$ 12 00	447.....	\$ 12 00
74.....	5 00	471.....	12 00
117.....	12 00	516.....	12 00
126.....	12 00	550.....	12 00
208.....	5 00	553.....	10 00
241.....	6 00	577.....	11 25
242.....	12 00	629.....	5 00
404.....	12 00	748.....	2 00
Total.....			\$152 25

FROM G. I. A. DIVISIONS.

Div.	Amt.	Div.	Amt.
57.....	\$ 5 00	314.....	\$ 2 50
74.....	5 00	406.....	5 00
151.....	5 00	415.....	5 00
258.....	3 00		
Total.....			\$ 30 50

SUMMARY.

B. of L. E. Divisions.....	\$152 25
B. of R. T. Lodges.....	111 50
B. of L. F. & E. Lodges.....	37 00
O. R. C. Divisions.....	51 00
G. I. A. Divisions.....	30 50
L. A. C. Divisions.....	10 00
L. of A. T. Lodges.....	35 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
F. S. Barnes, Div. 28, B. of R. T.....	1 00
J. F. McQuaid, Div. 39, B. of L. F. & E.....	1 00
Mrs. Wm. Neville, East St. Louis, Ill.....	63 00
Station Div. 23, C. & N. W. conductors' room.....	4 00
Joseph W. Tankard, Div. 629, B. of L. E.....	10 00
Brotherhood of Locomotive Firemen & Enginemen from general fund, by Bro. A. H. Hawley, G. S. & T.....	1062 32
Adam Law, Galston, Scotland.....	1 00
Thos. Ryan, Div. 543, O. R. C.....	2 00
J. B. Coberly, Div. 701, B. of L. F. & E.....	75
M. A. Nugent, Div. 404, B. of R. T.....	1 00
H. S. Anderson, Div. 6, B. of R. T.....	75
J. E. Colleth, Div. 430, B. of R. T.....	1 00
Albert Kerstetter, Div. 42, B. of R. T.....	1 00
W. H. Barley, Div. 160, B. of L. E.....	1 00
J. A. Cockley.....	1 00
C. F. Barnes.....	1 00
F. Pullware.....	1 00
C. R. Bush.....	1 00
T. B. Hall.....	1 00
E. B. Hunt.....	1 50
W. C. Jaspers.....	50
Ruby Shasteen, Div. 302, B. of L. E.....	1 00
Charles Reed.....	1 00
George Bodley.....	1 00
Total.....	\$1587 07

Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 158 West First street, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1509 Morse avenue, North Side, Chicago, Ill.

The Value of Christmas.

This is called the age of realism when everything is weighed and appraised at its true value. Judged by this standard, of what value is Christmas?

Some crabbed, cranky people say it is of no value except to spend money on useless joys and trinkets. A day devoted to eating and drinking too much. A day of idleness and dissipation. The tradesmen regard Christmas as a day invented for their good and wish it came more often. These are both wrong and sordid views. Christmas has a value above and beyond all this. It is the day of all days when we should pause and allow ourselves to follow the star that will lead us to the Christ child. A day to renew our vows, to purge our hearts of all unworthiness. A day of love and charity for all.

Christmas is a time in which the memory of every sorrow, wrong and trouble that can be remedied should be active within us. Christmas is the day of forgiveness, a day to forget feuds and make friends.

God help us to forgive as we hope to be forgiven. Let love enter our hearts as we stand by the manger and chase every thought of malice away. Charity and Christmas go hand in hand. The surest way to enjoy the day is to make others happy. If you don't believe it try it and see. To keep Christmas properly you must keep it with all the world, in a spirit of "charity for all and malice toward none." We offer our gifts to those whom we love, gifts that cost money or time bestowed in the making, but of how much more value is the spirit of love sent broadcast from a kind heart.

A Christmas gift gains nothing in significance by being costly, and to seek to outdo others in pecuniary outlay, simply because you have the means, is common. Besides, it proves nothing of your love. The man who gives his little daughter a hundred-dollar French doll certainly does not love her any more than the man who gives his child a five-cent toy. Gifts should be valued by intention, not cost. Make presents from your heart and make them to confer happiness. Show your good feeling and be of good cheer on Christmas day of all days in the year. The best gift we can give to ourselves is to put down all hard and unkind thoughts. It is the only way to be happy. Let the coming Christmas be a milestone in the year's journey, one to remember with pleasure for "some great battle won, some deed of kindness done."

As the year is nearing to its close, a year that has been full of sorrow and pain to many of us, may we be given strength to say, "Whatever is, is best." May the blessed Christ child to whom our thoughts are turned put into our hearts love for our enemies, love for our friends, love, only love for all the universe, and thus we shall overcome self with all our imperfections. I want to send my message to all my Sisters in the words of Whittier:

"'A Merry Christmas' is the wish I send thee
from my heart,
A life all full of love, in which no sorrow finds a
part,
Or if some pain fall to thy lot, love guarded
though it be,
May He who came at this glad time, then make it
bless'd to thee."

MARY E. CASSELL.

The G. I. A. in Chicago News.

The eighth quarterly Chicago union meeting took place in Auburn Hall, Oct. 29, under the auspices of Div. 414. The members of this Division proved themselves royal entertainers. The day spent with them will be remembered with pleasure by all participants.

Over 100 Chicago members sat down to the attractive tables at one time. To those who were kept waiting it was a pretty sight to see these good women thoroughly enjoying the social treat that the noon hour afforded. We had with us members from every Chicago Division, besides Sister Wilcox of Div. 61, Springfield, Mass., and Sister Foley of Div. 34, Pueblo, Colo., who were made very welcome.

The purpose of these quarterly gatherings is to exemplify thoroughly every part of our work, to discuss points of law, to hear reports of progress in the various Divisions, and to hear talks from well-posted persons upon the various lines of work being done by women in our city, state or country.

Our insurance and benefit always receive attention, and all feel that the day is well spent when we part soon after 4:30 p. m.

Each Division in its turn stands the expense of the dinner and the hall. The donation to the penny fund is, as a rule, given to the Highland Park Home; on this date the sum netted just \$4.

Our next good time will be with Div. 376, in January, and as the temperature in Chicago at that time is usually "chilly" we are going to arrange an unusually warm program.

Division 1 had a most enjoyable outing on November 8, in the shape of a harvest home social at the home of the President, Sister P. J. Culkin, Highland Park, Ill. The object was to have a good time and

incidentally to increase the amount we are raising for the Highland Park Home Building Fund and Div. 1's treasury.

The day and evening were perfect, the plans of the committee were carried out nicely; we city people feasted our eyes upon the glorious colors of the foliage of the trees and shrubs, and gratified our vigorous appetites with pumpkin pie and such good old-fashioned viands. After dinner we visited the new Home, while some mounted the unfinished stairs and inspected each room, closet and hall. It is a splendid building; we may be justly proud of it. I hope all who visit our city will try to go and see it.

Many of the Sisters and Brothers stayed out for supper and the evening festivities, while others returned early to the city. All unanimously voted it one of our most perfect outings, and voted our President a most gracious hostess.

I want to thank Sisters Cassell and St. Clair for the generous support given us in our efforts in behalf of the building fund for the Home. This is the first great philanthropy undertaken by the railroad people, and we now have an opportunity to show that we deserve the reputation for liberality and open-handed charity the public has for so long accorded us. Let us deserve it by being good to our own.

Before closing I feel that I must say a few words of thanks to the many Sisters and Brothers who have entertained me this year in their homes and in their cities. Everywhere I have been made to feel the presence and protection of true friends and co-workers. May God bless and prosper all your efforts for good. Christmas joys will soon surround us, whether our memories are happy or tinged with sweet sorrow, we will "rejoice and be glad."

Wishing all a Merry Christmas and a Happy New Year, I am

Yours fraternally,

MRS. W. A. MURDOCK.

The Union Meeting at Savannah, Ga.

On August 17 the greatest union meeting ever given by the B. of L. E. and G. I. A. in the South had its opening at

Savannah. The Airdome where the opening session was called to order was filled to its capacity, although all of the visitors had not arrived. There was some delay on account of waiting for Brothers Burgess and Futch, and everyone was disappointed when Sister Murdock announced that they could not be with us because of more important business elsewhere.

The meeting was opened by the Rev. C. C. Elliott with a most beautiful and appropriate prayer. Hon. H. E. Wilson represented Mayor Tiedeman, who was unable to attend, in an address of welcome. He closed his address with the following: "To you, engineers, and ladies of the Auxiliary lodges, we extend the hearty hand of welcome. We love you and admire you for brave men, and loyal devoted women. May your presence here be pleasant and agreeable to you, as I assure you it will be to us." Hon. F. M. Oliver, representing the Chamber of Commerce, was the next speaker. He extended a lasting welcome to the meeting. He spoke of the vast amount of freight that is brought safely to Savannah through the carefulness of the man at the throttle. He next touched upon the wonderful expanse of the American locomotives throughout the world, and pictured in his wonderful way the responsibility that rests upon the man who guides the train and the great help that the ladies of the G. I. A. give their husbands, brothers and fathers. He finished his address with these words: "True it is that 'the hand that rocks the cradle rules the world.' God bless these women; I love them all. I hope you will want to come back here again. We always want you; our hearts are open to you. We want to know you better and we want you to know us better. We have just passed through a serious crisis, and if you hadn't had your Brotherhood you would have had a more strenuous time than you did. This is the place to have a good time, and I want you to have it. Savannah is a good place to come to and a hard place to leave. Her soil has been reddened with the blood of patriots; the principles of liberty and fraternity are embodied in her walls.

To this haven of brotherly love and fraternity we bid you welcome."

Next on the program was a musical number by Miss Pauline Griffith and Mr. Arthur Fogarty, entitled "'Tis Hard to Kiss Your Sweetheart When the Last Kiss Means Good-bye." Several encores necessitated them to respond time and again. Miss Griffith and Mr. Fogarty represented an engineer and fireman in regulation overalls. In the absence of Brother Burgess who was to have responded to the preceding address of welcome, Bro. T. J. Hoskins, of Knoxville, was selected to take his place. He proved himself able to take care of the acknowledgment of Savannah's welcome. He spoke of the aims of the B. of L. E. and G. I. A., and closed by thanking the former speakers in behalf of these two organizations for the warm and hearty welcome they had extended. Miss Eddie May Ballard appeared as an old-time black negro mammy and sang a Southern lullaby which was charming and called for delighted applause. Brother Hiner, of Memphis, Tenn., was the next speaker. He made a brief but able address. He mentioned the danger that attends the engineer, and how the engineer was always in the shadow of death. In fact his speech may be summed up as showing the engineer's joys and sorrows.

Sister Murdock, our beloved President and founder, was next on the program. She spoke of the work that has been accomplished and that which is yet before the Brotherhood and Auxiliaries. She congratulated the Savannah committee for the wonderful work they had accomplished in preparation for the meeting, saying that it was praiseworthy and wonderful. She cautioned the engineers never to forget that they belong to the laboring classes. "You have been called the aristocrats of labor, but you are laborers just the same. Sisters, help and encourage your engineer husbands and all will be well. Educate your children, dress them well; but remember where you stand and that upon your realization of this depends your future." The last number was the singing of patriotic airs by a group of engineers'

daughters surrounding a central figure representing the Goddess of Liberty. At this juncture, Sister Murdock was presented with a beautiful bouquet of white roses. As this closed the opening session and as there was no meeting at night, a party of about 25, among whom were Sister Murdock and all the other Grand Officers, upon the invitation of Brother King took advantage of the opportunity to go to Tybee, where they enjoyed an informal banquet and a delightful evening.

The morning of the second day was spent in the following manner: The B. of L. E. assembled in secret session in the Odd Fellows' Hall, and the G. I. A. in the Eagles' Hall. The G. I. A. exemplified the ritual work, which was highly commended upon by the Grand President and enjoyed by all the visiting Sisters. Sister Murdock made a short address concerning the Highland Park Home, after which the session adjourned and all of the Brothers and Sisters journeyed to the postoffice, where they were all photographed in an immense group. The afternoon was spent by taking a car ride to Isle of Hope and then to Thunderbolt, where a delightful fish supper was served and enjoyed by all. After supper the B. of L. E. and G. I. A. attended a special vaudeville performance. About 11:30 p. m. everyone journeyed home, having enjoyed the day beyond words.

The third day of the meeting might be termed Tybee day, as fully 1,300 of the Brothers and Sisters took advantage of the chance to take a sea bath. All left Savannah at 11 a. m. on the special train for Tybee, where they disembarked and most all went at once into the surf. The bathing was all that could be desired and the day was ideal. Most everybody took dinner at the Sea Breeze Hotel or Bohan's Pavilion and later went into the water again. At 5 p. m. Olive Branch Div. 265, G. I. A., gave a drill, all in regulation overalls. The following formations were made: Passion cross, Maltese cross, heart, anchor, star and crescent, and finally the characters G. I. A. to the B. of L. E. Nearly everyone waited for the special 11 p. m. train to return to town, during the meantime

enjoying the dancing and sea breezes.

On the closing day a joint meeting was held in the morning at Eagles' Hall, at which time some interesting and important matters were settled. Brother Hoskins presided upon request of Brother King. Many addresses were made for the betterment of the B. of L. E. and G. I. A. At this meeting Brother Hoskins presented with feeling and fitting words on behalf of Olive Branch Div. 265 G. I. A. a beautiful cut-glass salad bowl with silver rack to Sister Crittendon. In the afternoon a boat ride was taken around the Bell Buoy off Tybee Island. Everyone enjoyed the ride on the salts very much, which proved to be a great social affair. After the ride which ended the meeting the visitors commenced to take their departure well satisfied with the four days' stay at Savannah. Sister Wm. Fogarty and her committee from the G. I. A. deserve all the good things that can be said about them, as also does Bro. R. L. Sellers, general chairman, and his committee from the B. of L. E. for their untiring efforts to make the meeting a success, which it was in every sense of the word. Bro. W. E. King, Chief of Div. 646 B. of L. E., proved himself an able master of ceremonies throughout the meeting.

Mrs. A. E. Rogers, Sec. Div. 265.

The Woman Who Worries.

BY ONE WHO HAS LEARNED BETTER.

A great deal is written and spoken about household economics. Economy in housekeeping has been a subject for discussion ever since there have been houses to keep. But there is a kindred topic which, well thought out into action, will mean more than either of the others to that woman who would be successful in her great and beautiful task of home-making—in the bringing about of comfort and happiness to those who, in the old-fashioned phrase of the Scotch, are "her care."

When I would commend housekeepers to study economy of themselves, I have no reference to that which any sensible woman is obliged to realize—her duty of systematized work, of such rest as her

own system demands and of recreation. These are matters which individuals may best decide for themselves, according to strength and circumstances. Where one woman demands an hour of quiet, in order to keep in condition, another needs half the day, and still another can keep going all day long and still be healthy and sweet-hearted. There is, however, one thing in which no woman can expend strength and thrive, even though her body should rest all the time, and that is in fretting.

Almost without exception the woman who frets resents the imputation of thoughtlessness and repudiates the very suggestion of a selfish attitude toward life. Yet she is guilty on both counts. "Out of the fullness of the heart," says truly the ancient proverb, "the mouth speaketh." And when the heart is overlaid with rebellion against things as they are, quick and angry words are likely to proceed from it. Just here is where one encounters the tremendous waste of self, for the hasty fretful speech bears fruit not only in its kind, but in sullen looks, impatient actions and in a general poisoning of the home atmosphere, which reacts inevitably upon the one who is responsible for its genesis. King Solomon's brawling women, with whom to dwell in a wide house was less to be preferred than the peace of the corner of a house, was probably not an unloving housemother. On the contrary, I fancy that her heart's desire was for her husband's prosperity and her children's happiness, and that she brawled because perchance the flocks were prone to wander and the young lambs to drop from weariness, or because the maids at the distaff idled or tangled their flax. Such things spelled ill fortune in those days, as panics and poor investments do in these. The wife and mother then as now full of tender desire for the prosperity which means so much to peaceful home life, had only to face the ordeal of waiting for better days, conscious that her own two hands had done their best and were powerless to do more.

Now, waiting is much harder than working, especially when one feels as-

sured that a little difference in the management of flocks and herds, a little more attention and delicacy of touch at the wheels would set the matters right. But one of the hard lessons a woman has to learn is that of respect for the opinions of others, even though they be mistaken, and to wait—gracefully and patiently if possible, and if not, just to wait—while her loved ones thread their way through experience to expediency. If her own way is the better one, and she has the grace to impart her ideas without antagonizing, well and good; but it is a very wholesome mental and spiritual exercise for My Lady of Frets to think things out for herself sometimes, after this fashion: "Now, suppose I were the sole breadwinner of this family, would I be quite so sure as to the wisdom of this or that method of procedure that seems so clear to me now? Would I not weigh matters very cautiously and be actuated by reasons that do not appeal to me as I sit in judgment? If I were my own boy, or my girl, with all the inexperience, all the craving of youth for the moment's pleasure, and with none of the knowledge of the great love that underlies law to balance against temperament, would I act more discreetly, would I always choose the way that seems best to my elders?"

If we women could only realize that what we advise and what we teach is of the smallest importance compared with what we are! If we only could, I think there would be a broad, bland clearing of the domestic atmosphere. If we could absorb the thought that just a little bit of really being happy outweighs years of "trying to make home happy," we would do what we could to set things right, and then just leave the worries to take care of themselves while we got "the most good," out of what was left in life. If a poor investment curtails an income already scanty, the master of the house surely feels more chagrined and sorry than any one else does, and it is small encouragement to future counseling with his life partner to hear "I told you so" and see her downdrawn lips and troubled eyes. It surely is better to accept the hard conditions, give thought to stretch-

ing dollars that seem to have no elasticity, and find the gleam of fun that lurks in all such conditions to brighten things up for the brave-hearted. We often hear it said "I can bear a real trouble, but it is the little worries that get the best of me!"

Well, I think it is a pretty smallish sort of a heart and a narrow slice of life that can't get the best of little worries and, because the men of the house are irregular at meals, and the children bring in mud on their shoes, will make a woman assume the air of a martyr or the tongue of a termagant—and, for my part, I believe the tongue is to be preferred to the air. What if the men are late? Are not they the ones who suffer from cold vegetables and a dried-out roast? And as for the mud on the floor—why, just suppose there weren't any little shoes, or that the children were not the restless things they are, in their rugged health and gay spirits. Does it add zest to the belated meal if it is served with a scowl, and will the little folks remember better next time to clean their feet if mother, over her sweeping, says things that hurt them—and that she is sure to wish she hadn't? How much the better way to economize in all that fretting, serve the meals and sweep the floor quietly if one cannot do it hilariously, and save all of these hurts so easy to make—so hard to cure!

If it is a case of nerves, why, one should see the doctor; but often it is the fret that causes the nerves, and not the nerves that produce the fret.

There is something in this connection that I should mention last, because it is so important that one always should carry it in the mind along with any thought of worry. That is the bringing of all the perplexities, small as well as large, that beset our days, to the source of all life and strength. It has always been a dear thought to me that it did not require some terrible grief of a lost loved one, some awful foreboding over one at the point of death in suffering, to bring forth the first expression of Christ's power in miracle—he had a heart to feel for that embarrassed housekeeper whose refreshments ran short at

her party! Surely then we can go to him whom we are taught to call our Father, in our perplexities and worries, and confidently expect that help, the calming and stilling, which we so sorely need.

What though in this time of investigation there are some who would explain away the power of prayer on purely psychological grounds? Is not my Father lord of all the sciences—all the 'ologies? If I knew enough about electricity I might fully understand just how it is that its subtle current lights my house, rings my bells and annihilates distance so that in my own library I may sit and hold converse with my friend in another town and not lose one little inflection of the voice I love; but would my knowledge in any way do away with the efficiency of the electricity? Having it there to do me service is the main thing, and I would be very silly if I should refuse to avail myself of all these helps just because I could not know just how it worked.

Thus it is with that wonderful steady-ing influence of prayer—that sense of communion which one may find in a quiet hour, or which one may snatch in a busy moment of the busiest day, when the heart reaches upward for strength and calm. People in general may not be able to ravel out just how it works, but work it does, and in just the way in which that housekeeper at Cana received her help out of a trying position—we must speak our difficulty in the soul's sincere language, and then pour! I don't imagine she bent over and looked into the vessels to see if the Master really had changed that water into wine—she just went right on and served it in the simple trust that it was all right, and sure enough it was. When we ask for help we do not need to wait and see if the men are coming in with more promptness, or the little ones trying to be tidy—maybe they will not change their ways at all. The thing for us worriers to do is just to go on with our daily work and take what comes—the patience and gentleness we shall win will mean more to us and to our loved ones than would the removal of petty annoyances to us alone.—*The Interior.*

Pleasantries.

In an Eastern city an ill-bred woman used to boast that her husband owned a bank. She was proud and excessively foolish in her pride. The horse-car conductors on the line which she uses all know her, and smile when she enters the car and grandly utters her command: "Conductor, let me off at my husband's bank."

One day lately a trampish looking old fellow with a red nose got on the car just as the banker's wife delivered her usual order to the conductor.

The old man looked at her, and then arose, pulled himself together, and called out with a magnificent air: "Conductor, let me off at my old woman's peanut stand."

A roar went through the car, and "my husband's bank" has become a by-word in that locality.

Disposition.

One day a cow was killed on an Illinois railroad, and a section boss who had been recently promoted went out to make the report. He told in the proper spaces what train killed the animal and under what conditions it was done. Then he came to the line: "Disposition . . ."

"Well," said he, scratching his head, "I'll be hanged if I'm sure about that, but being's she's a cow, I think I can guess at it." So he filled out the line which, when it reached the general office, read: "Disposition, kind and gentle."

Arrayed in his new suit, small Robin was at first speechless with delight. Then at length his joy found tongue, and he burst out: "On, mamma, pants make me feel so grand! Didn't it make you feel grand when——"

But an awful consciousness came over him that his bliss had never been shared by his mother, and he laid his wee, chubby hand pityingly against her cheek, saying pathetically: "Poor mamma! poor mamma!"

What is the difference between a school teacher and a railroad conductor?

One trains the mind and the other minds the train.

New Divisions.

THE first Auxiliary to the B. of L. E. in Winnipeg was organized by Mrs. J. M. Mains, Assistant Grand Vice-President, on Thursday, September 9, with 20 charter members. The new Division was christened Golden West, and we intend to make it worthy of the name. As the meeting lasted all the afternoon and night, the Brothers of C. P. R. Div. 76 kindly arranged for us to have dinner at the Strathcona Hotel, which was much appreciated. In the evening, by the courtesy of Div. 127, C. P. R., B. of L. F. & E., we were enabled to continue using their lodge room.

On Mrs. Mains's return trip she was able to make a little longer stay, and accompanied by seven Sisters from Dauphin Division attended a special meeting held in Fairbairns Hall, October 21, when two new members were initiated, and much enthusiasm shown in the various drills and marches ably shown us by the Organizer. After the business part of the meeting was concluded Mrs. Mains was the recipient of a nice cut-glass bowl as a slight token of our thanks to her, and afternoon tea was served which we all enjoyed, and gave a good opportunity for the ladies to become better acquainted, as hitherto there has been very little intercourse between the C. P. R. and C. R. R. This we hope will be a thing of the past, and as we intend having a lively time socially this winter you will probably hear of us again.

MRS. ROWLEY W. TOMKINS, Sec.

ON Wednesday, September 29, accompanied by 22 members of Div. 180, we went to Roseville, Cal., to organize Placer Div. 322. On the arrival of the train we were met at the depot by a number of smiling happy faces, each one eager to learn the hidden mysteries of our Order. We wended our way to the I. O. O. F. Hall, and with 18 charter members organized the new Division. After election and installation of officers, members of Div. 180 exemplified the ritual work for the benefit of the new members. With Mrs. E. Waters as their President, and her very efficient Secretary, Mrs. E.

M. Richmond, we are confident this will soon be a banner Division on the Pacific Coast. B. of L. E. Div. 415, located at Blue Canon, showed substantial support to their Auxiliary by sending them a purse containing \$50, also a letter with best wishes for success, and assurance of assistance whenever needed. Nothing is more encouraging to a child than commendation from its parent. Thus this new Auxiliary is starting life, well anchored with good officers, and encouragement from its B. of L. E. Division.

A beautiful altar bible was presented Placer Division from Div. 180, Mrs. Waters accepting same with pleasing remarks. A very bountiful luncheon was served in the Railroad Club room, to which all did justice. This ended a very pleasant and successful day. With best wishes for Placer 322 we started on our homeward journey.

MRS. B. LIGHTNER, G. O.

GAS CITY DIV. 472, Medicine Hat, Alberta, was organized on September 14, 1909, in the Eagles' Hall, by Sister J. M. Mains, Assistant Grand Vice-President, of Toronto, with 26 names on charter.

After the installation of officers Sister Mains gave instruction in some secret work, and officers' drill. The meeting closed in usual form, after which the Brothers provided a pleasant surprise in providing refreshments of ice-cream, wafers and fruit, which were heartily enjoyed by all. They further gave expression of their kindly feeling in giving us our charter and rent of hall for one year. We are very grateful to the Brothers for this unexpected gift, and hope in some way to return their kindness.

We had planned to give a banquet to Mrs. Mains on her return from the West, but as she could only spend one day with us she gave us an afternoon's instruction instead. Before closing the meeting Sisters Hardy and Jamieson presented Mrs. Mains with an address and case of pearl-handled fruit knives as a souvenir of her visit to Medicine Hat. Mrs. Mains replied in her usual pleasing manner, and complimented us on our rapid progress in grasping the secret work.

The meeting closed with singing and prayer, when we reluctantly bade goodbye and God-speed to Mrs. Mains.

L. KNIGHT, Sec. Div. 472.

ON Monday, September 21, Sunalta Div. 469, G. I. A. to the B. of L. E., was organized in Calgary, Alberta, Can., by Mrs. J. M. Mains, Assistant Grand Vice-President, of Toronto. There were 21 names signed to the charter, three members coming in on transfer cards. There were a number of members of Div. 365 present and assisted greatly in the organization.

After the officers had been elected and installed, Mrs. Mains gave a very clear and concise idea of the work each member of the G. I. A. takes upon herself with the obligation. In the evening the members of the B. of L. E. entertained the ladies and friends in the Eagles' Hall. Dancing and cards were indulged in, after which light refreshments were served.

On the afternoon of September 21 we met sharply at 2 o'clock, and the organizer gave us a long afternoon of instruction, which was very much appreciated by every member present. After the meeting tea was served by the members of the new Division, and Mrs. Mains was presented with a hand-painted bonbon dish. She gave such an interesting talk that I am sure if we follow her instruction and good advice we will have a very successful and progressive Division.

G. M. A.

SELKIRK DIVISION G. I. A. to the B. of L. E. was organized in Cranbrook, B. C., on the afternoon of October 8 by Mrs. J. M. Mains, Second Assistant Grand Vice-President of Toronto, Ont., with 15 charter members, and bright prospects of others to unite with us. After election and installation of officers the organizer instructed us in the ritual work in a most pleasing manner. In the evening a banquet was held in honor of the organizer in the Car Men's Hall, to which the Brothers were invited, and a most pleasant evening was spent. A musical program was rendered, and in esteem of Sister Mains the Division presented her with a case of souvenir spoons. The tables were beautifully decorated and laden with good things provided by the Sisters, to which all did ample justice. After supper was over dancing was indulged in for a few hours. At a late hour all departed for their homes with kind remembrances. Before closing we must tell you of our good Brothers of Div. 563 B. of L. E., who donated us the sum of \$26. We trust the time will come when we can show our appreciation to the Brothers for their kindness.

SISTER J. T. SARVIS, Sec. Selkirk Div.

UNITY DIVISION, G. I. A. to the B. of L. E., was organized in the Mechanics' Hall, Schreiber, Ont., on October 28, 1909, by Mrs. J. M. Mains, Assistant Grand Vice-President, of Toronto.

Sister Mains then instructed us in all the ritual work.

At the close of the meeting Mrs. Mains was presented with a beautiful hand-painted plate as a token of appreciation of her work; after which the Sisters were entertained by the Brothers to a luncheon at the R. R. L. M. C. A.

Sister Mains left for her home in To-

ronto on the evening train, a number of her newly-made Sisters accompanying her to the depot.

School of Instruction.

School of instruction held at Buffalo, N. Y., September 23, by Royal Div. 79, Buffalo Div. 232, and Convention City Div. 145, opened at 10 a. m. by Sister Bailey, Grand Treasurer and President of Division 79, with three Grand Officers, two Grand Organizers, 24 Divisions represented and 287 Sisters registered. Sister Grand President Murdock was present to meet her old friends and many new ones. With her helpful and encouraging suggestions, it is a pleasure to meet her. Sister Bailey, President of Royal Div. 79, opened the morning session, officers' drill and initiation. At noon dinner was served at Hengerer's Cafe. The afternoon session was opened by Sister President Cooper, Div. 145, balloting and coming in on a transfer card; Buffalo Div. 232, Sister Watkins, President, installation and funeral drill, also closing form. As all the Sisters were attired in white, the floor work was beautiful. In the evening a theater party was enjoyed by many of the Sisters. The following day was given over to pleasure and sight-seeing at Niagara Falls, through the courtesies of Brother Varley and Supt. I. H. McEwen of the N. Y. C. R. R. MRS. G. A. SERTZ.

A school of instruction was held in Syracuse, N. Y., the latter part of September. Early in the year Division 292 asked the Grand President to give us a school here. In August she sent word to be ready. It was a short notice but we just did some hustling, secured a large hall, sent invitations to nearby Divisions, and were gratified when 10 Divisions were represented. Division 292 did the work at request of the Grand President. We felt a little rusty after a summer vacation, but all did the best they could, and the result was such that the Grand President complimented us. Our musician was not able to be present and Sister Phelps, of Div. 75, furnished the music most acceptably.

We were delighted with Sister Murdock's instructions, and hope she will come again soon. COR. SEC. 292.

Division News.

MRS. W. H. WILLIS Div. 5, Chicago, has not been heard of for some time, but is going to take the opportunity to greet all sister Divisions and let you know we are alive and prospering. We have 46 members, of whom 19 are insured.

July was our month to give a union meeting, which was well attended by

local Divisions, also some from a distance, which we appreciated. The work was gone through in an able manner. We having our Grand President, Sister Murdock, with us, also Secretary and Treasurer of Insurance Sister Boomer, which helped to make the meeting very enjoyable.

When we were through with our work all retired to the dining-room, where a splendid banquet was served. Then good-byes were said, and all declared they had enjoyed the day.

In January we served a supper for Div. 10's B. of L. E. hall. A neat sum was realized for our treasury. Many thanks to the committee in charge. On September 30 we had our inspection, Sister Horstman of East St. Louis officiating.

Last, but not least, if the Sisters in all Divisions would only be a little careful of each other's feelings, what a pleasure it would be when they would meet in their Division room! How much they could enjoy each other. Remember, true love faileth never.

MRS. N. SCHILLING, Cor. Sec.

A CORDIAL invitation from Div. 136 was extended to Div. 360, Princeton, Ind., to spend the afternoon of September 22.

A number of us took advantage of their kind hospitality, boarding the traction car for Howell at 11:20 a. m., arriving there about 2 p. m. On our arrival we were met by Sisters Byrnes, Dugger and Reade. They escorted us to Clemmon's Hall, where a large number of the Sisters were in waiting for us. After a hearty welcome from each and every one we were invited to register and to a seat in their Division, it being their regular meeting day. During the entire afternoon we were entertained with their beautiful drills, which were most creditably given, and music by their able musician, Mrs. Price.

After their meeting closed we were invited to the home of their worthy President, Mrs. Sursa, where the ladies had prepared a sumptuous luncheon served in two courses, to which we did ample justice.

In the evening the Sisters were taken to the theater and it was greatly enjoyed by us all. We took the 11 p. m. car for our homes, each one declaring we had spent a most delightful afternoon and evening through the kind generosity of the ladies of Div. 136.

MRS. JNO. BOYLE, Pres. Div. 360.

DIVISION 247, Grand Forks, N. D., is wideawake and doing fine work. Have had a social session every month this year, either in our hall or in the homes of the members, which have been a financial as well as a social success.

Part of our members live in Crookston, Minn. And May 17 we were invited over and initiated three new members, were entertained in royal style while there, and had a banquet in the evening, to which the gentlemen helped to do justice. On August 19 Inspector Kinch visited us and inspected our Order. Our Crookston Sisters came over and we had a very pleasant afternoon, followed by a banquet in the evening, to which the dear Brothers which we never forget took ample share, after which the visitors and Inspector departed, thanking us for hospitality, and we only wish that Sister Kinch could visit us often, as we found the inspection a great help in our work.

A MEMBER.

Div. 145, Buffalo, N. Y., is in a most prosperous condition and gaining new members. We have had many pleasant gatherings during the year.

The President, Sister Cooper, entertained to a George Washington party, Sister Yahn gave a St. Patrick's party, and we had an anniversary picnic July 25 at Crystal Beach, and we all felt that we had done our part in keeping alive the remembrance of the founding of our beloved Division. We have also had the pleasure of entertaining our Inspector, Sister Miller of Oswego. SEC. 145.

Div. 324, Fort William, Ont., sends greetings to all sister Divisions, and would state that we have had many social functions lately that have kept us wide awake and busy. They were in the nature of picnics, dances and excursions to the noted summer resorts, with which our country abounds.

The crowning event was the visit of Sister Mains for the purpose of inspecting and instructing our Division. She was entertained by our President, Sister Sheridan, and a reception was given at the home of Vice-President Sister Malcolm. We are indebted to the Brothers for tickets given the entire Division to the theater, where they escorted us in the evening. This was much enjoyed. Div. 324 showed their appreciation of Sister Mains's patience and kindness by presenting her with a silver spoon tray. We hope soon to have her with us again.

SEC. 324.

We are pleased to hear from Div. 236, Shreveport, La. Sister A. E. Mitchell, Secretary, writes that the Division is doing well, and is still under the guidance of Sister Polette as President. They have recently been inspected by Sister Oland, who did them much good by her visit.

Div. 437, Nelson, B. C., recently had

the pleasure of a visit from Assistant Grand Vice-President Mains of Toronto, who came to visit us officially to instruct us. We were much benefited by this visit as we are a young Division only one year old, but doing well with a membership of 14.

As a memento of her visit the Division presented Sister Mains with a souvenir spoon. I may say we are patiently waiting for some of our good Brothers to marry so we can have more material from which to swell our membership.

Mrs. J. F. KILBY.

Div. 690, Weston, W. Va., held their third quarterly meeting in September. Div. 380 helped to entertain the visiting ladies. A great many Brothers and their wives were present to enjoy the occasion. The visitors were shown the beauties of our town among the hills. A meeting was held in the afternoon and a splendid supper served, after which we adjourned to the Opera House where prominent speakers addressed us. One day was given over to a picnic which was a jolly affair, including a hay-wagon ride in the country. About 21 of us embraced this opportunity to ride on the hay wagon and the McMecken Sisters have a story to tell about a very attractive pocket-book and the good water we got down at the farmhouse.

The Brothers' meeting was also a success and we will await the next meeting with impatience, so well did we enjoy this one. SEC.

A. E. CURTIS Div. 261, Portland, Ore., held a delightful meeting when Sister Lizzie Armstrong of San Francisco visited us recently on her inspection tour. A special meeting was called for the occasion, Friday, Oct. 8, 1909. Brothers of Divisions 277 and 236 were invited to meet Sister Armstrong and other Sisters. At noon a splendid lunch was served in the banquet hall, and thoroughly enjoyed by all present. At 2 p. m. the Brothers were dismissed and we resumed our work. SEC. Div. 261.

DIVISION 35, Green Bay, Wis., on October 8, had a delightful evening in honor of Sister Balz of Chicago, who had inspected our Division in the afternoon. Our out-of-town guests were Mr. and Mrs. Ebbits and Mrs. Balz of Chicago, Mrs. W. Brady and Mrs. E. Recline of Channing, Mich.

A 6 o'clock dinner was served, and the decorations were so pretty I must mention them. We used autumn leaves of oak and maple, while long sprays of woodbine were draped from the chandeliers and trailed over the tables; huge baskets carved from golden pumpkins and filled

with fruit added to the contrast of color; pumpkins with lighted candles in their hollow centers, displaying the crescent and star, were another unique feature. The members of the O. R. C. with their husbands were invited for the evening, at which time a musical program was given by the young people. Sister Balz was the recipient of a pair of brass candlesticks, and all voted the day well spent.

MRS. PHIL B. SULLIVAN.

Div. 21, Atlanta, Ga., has had several "doings," lately, some of which I wish to mention so that you may know we are alive in this part of the world.

We have been having a series of silver teas, which have netted our Division about \$30, besides bringing the members so much nearer to each other as frequent socials do. We also held a rummage sale in October, which was quite a success, bringing in over \$90. Messrs. Scribner and Landsdell enjoyed the privilege of selling the last of the rummage, and gave us valuable help. Sister J. H. Welch was manager of the sale.

When our Inspector, Sister Crittenden, was here we gave a reception at the home of Bro. and Sister D. C. Wall. Refreshments were served and the young folks danced. We also had a contest game, at the close of which an alligator tourist purse was given Sister Crittenden. Sister Henderson received a powder puff for the best set of answers, and Brother Hoffman the consolation, the latest edition of the *Saturday Evening Post*. We all enjoyed the entire time, and know that we shall profit by the Inspector's visit. COR. SEC. DIV. 21.

Div. 159, Memphis, Tenn., has not appeared in the JOURNAL for some time and asks for space to tell of some good times we have had. During the year we have had a ball which was well attended, and other socials; but our greatest day was what we called our "Rally Day," which was the first meeting in May. Sisters Barnett, Andrews and Ryan had charge of program and there were very few stay-at-homes. Sister Haines, our Insurance Secretary, gave a fine report of her work. When she was elected we had only 10 insured members, and now we have 40. We were treated to a program of music and had a bean contest, guessing the number of beans in a jar. The prize was won by our visiting Sister Jennings from far away Panama. Sisters Linmark and Wright won the booby and consolation prizes. Brother Barnett gave us a beautiful talk for the good of the Order. October 20 we had a surprise on Sister Haines which was gratly enjoyed. COR. SEC.

THE Division located in Hoboken, N. J., spent a very pleasant day in September with Sister Murdock and Sister Smith, Inspector, as special guests. We also had with us Sister Doyle of Div. 234, Sister Ogden of 351, Sister Gallic of Div. 244, and Sister Huff of 201.

All voted the day well spent. Our musician, Sister Rodell, entertained Sisters Murdock, Taylor, Sanford and Yard at her beautiful home in South Orange, where she served a delicious dinner in honor of our Grand President. At a late hour we accompanied Sister Murdock to the Lackawanna terminal, where good-byes were said and the day will ever be a pleasant memory. PRES. DIV. 38.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., Dec. 1, 1909.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 60 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than November 30, 1909.

ASSESSMENT No. 498.

Philadelphia, Pa., October 6, 1909, of peritonitis. Sister Sarah Laub, of Div. 253, aged 46 years. Carried one certificate, dated Jan. 16, 1908, payable to Grace, Walter, Arthur, Blanche and Elmer Laub, children.

ASSESSMENT No. 499.

Bloomington, Ill., October 10, 1909, of general breakdown. Sister Maude E. Monday, of Div. 236, aged 31 years. Carried two certificates, dated Sept. 2, 1904, payable to Mrs. Dessie A. Eisenberg, sister.

ASSESSMENT No. 500.

Argentine, Kans., October 12, 1909, of cancer. Sister James Farley, of Div. 152, aged 52 years. Carried one certificate, dated Feb. 23, 1907, payable to Mrs. Nellie McCannan and Margaret Wall, sister and niece.

ASSESSMENT No. 501.

Chicago, Ill., October 17, 1909, of hemorrhage following gastric ulcer. Sister Anna J. Kendall, of Div. 98, aged 50 years. Carried one certificate, dated Aug. 17, 1908, payable to Henry W. Kendall, husband.

ASSESSMENT No. 502.

London, Ont., October 21, 1909, of apoplexy. Sister Elizabeth J. Walker, of Div. 131, aged 60 years. Carried one certificate, dated Jan. 15, 1897, payable to Alice A. Loughray, daughter.

ASSESSMENT No. 503.

Oneonta, N. Y., October 25, 1909, of diabetes. Sister Della H. Potter, of Div. 214, aged 63 years. Carried one certificate, dated Nov. 27, 1896, payable to Edna and Helen Potter, daughters.

Members will pay their Insurance Secretaries on or before Jan. 10, 1910, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Assessments Nos. 500, 501, 502 and 503 will be paid from the Assessment Fund.

Members who paid Assessments Nos. 475 and 476, 7.22 in the first class, and 3.278 in the second class. MRS. G. M. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,
1509 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air-brake Department.

BY C. B. CONGER.

QUESTION: Please explain why the distributing valve of the E. T. brake equipment will maintain the brake-cylinder pressure against moderate leaks during a brake application,—something the triple valve and its auxiliary cannot do. I.T.C.

ANSWER: The reason the distributing valve can maintain the brake-cylinder pressure against moderate leaks is because the supply of air to maintain that pressure comes from the main reservoir direct, and if the pump can hold up the supply of air the distributing valve will feed this air into the brake cylinder up to the capacity of the supply ports in the valve. These ports are of sufficient size to handle enough air to keep the brake applied full force with any ordinary leak, although a broken air pipe, a total loss of leather packing on the brake piston, or the loss of a cylinder-head gasket will disable that brake. In case the engine breaks loose from the tender the choke fitting on the engine near the hose connection with the tender will hold the air back in the driver cylinders at close to the standard pressure.

The design and construction of the distributing valve also has considerable to do with this matter, as it is designed with this special feature.

With an auxiliary to supply air to hold the brake-cylinder pressure up, the supply is limited to the volume of the auxiliary. As long as there are no leaks from this supply, either with the brake applied or released, the cylinder pressure will be maintained properly, and if the brake equipment could be kept in this condition we would have very little trouble. Experience shows us that it is not, especially in freight service. Every leak reduces the amount stored in the auxiliary, so that with any leak during a brake application the pressure drops steadily; with a distributing valve the supply is practically unlimited.

A distributing valve really consists of two separate valves, the equalizing or triple valve part that depends on variations in train-pipe pressure for its operation, and the supply or application part which can be operated by the equalizing piston and its valves that handle train-pipe air, or by an independent valve; and it is the application piston and its valves that handle the air going to and from the brake cylinder.

One of the chambers of the distributing valve performs the same office in the operation of the equalizing portion of the complete valve as the auxiliary does for the triple valve, and leaks from this pressure chamber have the same effect on the work of the distributing valve when operated by variations in train-pipe pressure as leaks from the auxiliary have on a car brake.

Another chamber, the application chamber, has the same office in the operation of the application piston that the brake cylinder has in the operation of the brake piston. As the air for these chambers in an automatic application originally came from the train pipe, leaks during the application have the same effect as on a car brake, and if leaks are allowed to the atmosphere the maintaining feature is lost.

It is often asked why we cannot feed air into the auxiliary during a brake application and thus maintain its pressure. This cannot be very well done through the train pipe because we could not release or apply the brake if the pressure were held steady to recharge the auxiliary; we could not reduce the train-pipe pressure to apply the brake and hold the pressure up to recharge at the same instant. To feed air into the auxiliary during a brake application takes another line of pipe with its hose and fittings. This is something no railroad will go into unless the conditions are very severe. It is not likely to ever be adopted in interchange freight service.

The distributing valve has a supply pipe in addition to the train-pipe connection, so it is a "double pipe" system, but it is on the engine only, where it costs less to apply and maintain than on car equipment.

A late invention of the Westinghouse Company, the L triple valve, provides a way to get a very quick recharge of the standard auxiliary, from a supplementary auxiliary on the same coach. The supplementary has about two and one-half times the volume of the regular auxiliary and is charged at the same time the regular one is and from the same train pipe, while the brake is released.

QUESTION: Why does the K type triple valve release so slowly on a short train? Our ore cars give considerable trouble from this cause. I carry plenty of main reservoir pressure on both long and short trains.

I. T. C.

ANSWER: When a K triple valve is close to the engine, as is the case with a short train, if the full main reservoir pressure is turned into the train pipe and held there, this should make the train-pipe pressure much higher than that of the auxiliary and this high pressure will keep the K triple in "retarded release" position.

In this position the brake cylinder air will have to come out through a restricted opening instead of through the full sized exhaust cavity in the slide valve. This makes the release tank much longer.

To get a quicker release move the brake valve from full release to running position as soon as you are sure that the triple valves have moved to their release or exhaust position—about half a second for each car, five seconds for 10 cars—this will hold the train-pipe pressure only a little higher than that of the auxiliary. The retarded release spring and its stem will move the triple piston and valve to free release position. The brake will now quickly release.

The K triple valve puts so much more air into the brake cylinder for a five to seven-pound reduction of train-pipe pressure that it really takes longer to exhaust than one of the old style triples. A five-pound reduction will put 14 pounds in the brake cylinder of a K triple and sometimes with the old triple will not give enough pressure to much more than push the piston out.

QUESTION: When does a brake shoe hold most, with the wheel turning at a

high speed or at a slow speed? K. T. H.

ANSWER: When the wheel is moving at a slow speed. Tests made some years ago showed that when the wheel was running at a speed of 60 miles per hour, 1,000 pounds strain on the brake shoe produced a retarding effect of 74 pounds; with a speed of 10 miles per hour the same brake-shoe strain gave a retarding force of 241 pounds; at 5 miles per hour it was 273 pounds, and just as the stop is made while the wheel is still turning it is 330 pounds out of the 1,000 pounds brake power at the shoe. The friction or adhesion of the wheel at the rail is constant at all speeds while the wheel is revolving; as soon as it begins to slide on the rail, the friction between the wheel and the rail is then one-third of that at the brake shoes when the wheel is revolving.

These tests show that we can use a very high braking power at the shoe and not run any risk of sliding wheels at 60 miles per hour, but the strain must be reduced as the speed drops.

In the report for 1905 of the Air Brake Association these facts are stated in another way:

The coefficient of friction of the brake shoe is the proportion of retarding effect of the shoe when compared with the strain of the brake power against that shoe. A cast iron shoe with a strain of 3,000 pounds at 54 miles per hour has a coefficient of 20 per cent; the same shoe and wheel at 30 miles per hour has 28 per cent.

Increase the strain on this shoe to 6,000 pounds at the same speed and the coefficient is reduced to 23 per cent from 28, showing that too high a power is not good for soft cast iron shoes.

QUESTION: Which holds more—an ordinary soft cast iron brake shoe for a driver brake, or a cast steel shoe?

K. T. H.

ANSWER: That depends on the amount of braking power used per square inch of surface exposed to the rubbing of the wheel. See the answer to the previous question.

A very large cast iron shoe with a very moderate braking power gives good service, but a shoe of small surface and

high braking power does not give as much of a retarding effect to the wheel as a steel or insert shoe. You will not see any soft cast iron driver brake shoes used on the modern heavy power unless of very large surface. For hard service the cast iron shoes are usually made with a chilled surface.

QUESTION: Is superheated steam of much value except for use with compound engines?

R. M. B.

ANSWER: Most of the locomotives in this country using superheated steam are simple engines, although a few of the Mallett compounds have superheaters. With simple engines, as soon as the steam begins to expand, it cools off and begins to condense and lose its elastic power. To save some of this, compounds are put into service.

By superheating the steam after it leaves the boiler and before it reaches the steam chest it will hold a temperature during expansion considerably higher than saturated steam or steam not superheated, and this higher temperature prevents its condensation. This in turn increases its available power, so we can get more work out of it.

QUESTION: Why have copper fire-boxes and brass or copper flues gone out of use in locomotive boilers?

R. M. B.

ANSWER: Principally because of the very high price of copper at the time we began to use steel for fire-boxes, but also because a copper fire-box does not last very long with coal. The particles of coal seem to wear the sheets thin.

Copper is a much better conductor of heat than iron or steel and is more economical in that respect but not in others.

QUESTION: Am running an engine in passenger service equipped with the E T brake and handling 11 or 12 cars on an average. Had no trouble with the brake until one night going out with 14 cars on and using the two applications for station stops. On making release after first application, would put handle to full release, then to running position, and all brakes would be off, but in about seven or eight seconds engine brakes would all set, the gauge showing 35 or 40 pounds pressure in the cylinders, and just the

same as if I had used the independent valve in quick application. They would do this whether I left the handle on running position or on lap. I may say they acted just the same on the return trip with 11 cars. Some claim that I held the brake valve in full release too long and overcharged, but I tried it every way with the same result. I had the reducing valve cleaned and the distributing valve was charged, and have had no more trouble that way since. I think that the reducing valve caused the trouble, but would like to know if possible the actual cause of it.

J. G.

ANSWER: You do not say whether it was a No. 5 E T brake or the No. 6. There is a difference in the way the automatic brake valve releases the locomotive brake with the 5 and 6. In one case the air from the application chamber goes direct to the automatic brake through the independent valve; in the other it has to pass through the exhaust cavity of the equalizing slide valve of the No. 6 first. As it is stated, this only took place between the first release and the second reduction of a "two application stop," and the slide valve feed valve should be looked after first. As you also changed the distributing valve at the same time the "reducing valve," by which we suppose you mean the feed valve, it would bother you to tell just which was at fault most.

Leaks in a disabled distributing valve give us the worst puzzles connected with the E T equipment. Leaks can usually be located by the sound of escaping air at one or the other of the exhaust ports of the automatic or independent brake valves or the distributing valve. Usually it is necessary to open some of the pipe joints between these valves to locate the trouble. We would get after the feed valve first the next time you have the trouble you speak of.

QUESTION: Would you think it safe to crown-sheet, etc., of a locomotive boiler to draw all fire to back of fire-box and heavily bank same, when water is below water glass and bottom of gauge cock, and then fill boiler with injectors?

Do you think when water is too low in boiler to be found with bottom gauge

cock, that boiler can be pumped while being towed by another locomotive by *carrying reverse lever in opposite direction, opening wide the water cock and steam ram of injector and carrying throttle wide open?* Should cylinder cocks be closed or open while this is being done? If so, do you think any damage would occur to cylinders, packing or steam chests?

C. P. T.

ANSWER: Unless you are absolutely certain that fire-box has not been damaged by having low water, better kill the fire when you find the boiler in that condition.

No, an injector will not work with compressed air such as would be pumped into the boiler when the engine is towed with the reverse lever in opposite direction. To fill boiler by towing with another engine put reverse lever in full gear the same way the engine is moving, open throttle, close cylinder cocks, relief valves and whistle, as no air can draw into the boiler at these openings. The cylinders will now act as air pumps to produce a vacuum in the boiler by pumping the air out of it, and air pressure will force water out of the tender through the injector. As the air coming from the boiler will be mixed with steam or else moderately cool, no harm should come to the cylinders or packing as will be the case when engine is in reverse motion. There should be no steam pressure in the boiler when pumping up by this method.

The Baker-Pilliod Valve Gear.

EDITOR JOURNAL: After so many years of successful competition against the various ingenious valve gears that have been designed to operate the valves in locomotives, the Stephenson link motion seems at last to have met more than its equal in the Baker-Pilliod valve gear. We had come to regard the old link motion as being something as permanent as the planets themselves, believing that it would go on forever, or as long as locomotives were used. And why not? We became acquainted with it in the early days when making our first visits to the roundhouse with dad, and never seeing anything or hearing anything else

talked of in connection with the subject of the movement of locomotive valves, is it any wonder that we had become confirmed in the opinion that it was the only thing? There was no subject more discussed, and certainly none which seemed to afford so much right to individual opinion, however much it might be at variance with that of others; and the writer can recall few instances in which those discussing the subject have arrived at anything approaching a uniform understanding.

Not only did this difference of opinion exist among engineers who, from their limited means for acquiring information on the subject in the early days, might be excused in some measure, but even among officials whose special duties called for the most thorough knowledge of the operation of locomotives, there was an independence of practice that acknowledged no standard but their own.

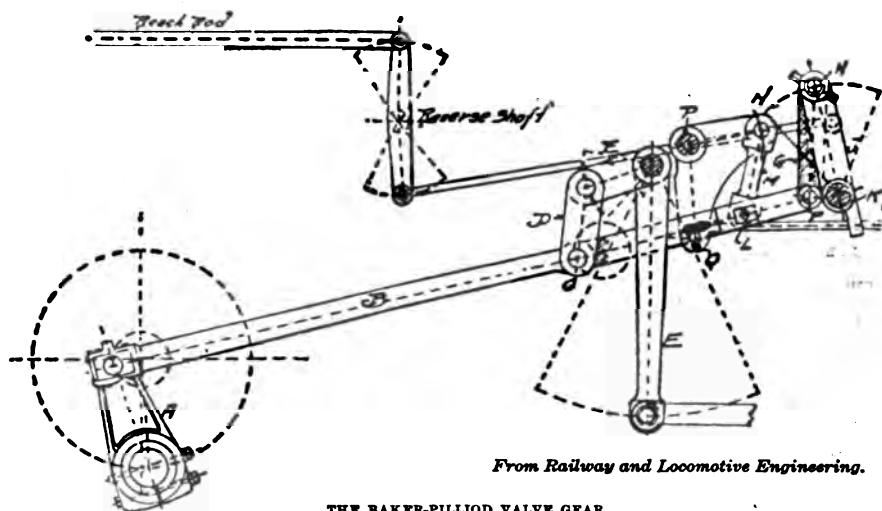
This want of uniformity in thought and practice is likely due to the fact that with any possible proportion or adjustment of the Stephenson link motion it will not operate the valves so as to develop the power of the locomotive in a measure close to its actual cylinder capacity. If the valves were set "line and line" outside to give full starting power, the port opening would be too much restricted for attaining high speed. If there were lead given it would lessen the starting power on account of exhaust taking place too early in stroke of piston; while, if inside lap were added to correct the fault, excessive compression, preventing high speed, would result. Some hair-splitting theories have been advanced and many schemes of adjustment and proportion of parts of the mechanism have been tried to make these conflicting influences approach an efficient balance, but the best of them have always left a considerable margin of undeveloped cylinder power, and these failings had, through our long association with them, perhaps, come to be regarded by many as virtues rather than faults.

The Walschaert gear, which was adopted chiefly for the reason that it afforded the convenience of being placed

outside the frames when there was no longer room between them for the old link motion on modern engines, proves to be no improvement over the Stephenson link motion in the matter of steam distribution; rather, the reverse. Its chief claims to merit consist in its being easy of access for inspection and repair, together with the more substantial construction possible with that design. The travel of the valve being in fixed relation to that of the piston, no variations whatever are possible excepting to shorten the valve travel by moving the lever to the center position. Its fixed lead is against rather than in its favor, as its compression is also fixed. If the valves be set for

of construction, if it does not really surpass it in that respect, and as a means for controlling the distribution of steam it affords a much nearer approach to perfection than any other. Though having, like the Walschaert, a fixed lead, the motion is so designed that when the piston is at the center the valve movement is very quick, being in a measure independent to the piston movement at that time, thus giving three-eighths lead opening without any pre-admission, and a minimum amount of compression.

After the port of admission has been opened fully, which takes place at any cut-off up to five per cent, the valve "dwells," that is, does not immediately



From Railway and Locomotive Engineering.

THE BAKER-PILLIOD VALVE GEAR.

maximum starting power, that is, without lead, the port opening is unsuited for high or even moderate speed. If they be set with an equal regard for both starting power and fast running the percentage of efficiency for either is less than is possible with the Stephenson which, by reason of the fact that the lead may be increased by cutting back the lever, does in a measure control the distribution of steam to suit the varying demands on the power.

The Baker-Pilliod valve gear, which has but recently made its appearance among us, is outstripping both of the older gears wherever tried in competition with them. It possesses all the merits of the Walschaert as to stability

return to cut-off, thus affording the highest possible percentage of boiler or steam-chest pressure to follow the piston; the movement of the valve on its return to cut-off is again very quick and the port opening for exhaust is as wide and as quickly effected as the opening for admission had been. The expansion period is longer than can be gotten with the Stephenson, which, coupled with the fact that the wider port opening gained gives a higher initial pressure, results in a practically perfect utilization of the expansive energy of the steam. Though the exhaust takes place later than with other gears at any given cut-off, we see here also a reduction of internal resistance, for the quick, wide exhaust port open-

ing gives instant release of steam so that during the return stroke of piston there is due to this prompt and wide exhaust opening a correspondingly slight back pressure; and, as the longer period of expansion possible with the new gear is not caused by excessive lap of valve but by the peculiar movement imparted to it by the gear and there being also no need of pre-admission to secure wide port opening for high initial pressure, we find it possible to have the least amount of compression consistent with the smooth working of the engine. In this one piston cycle we see the positive as well as the negative forces within the cylinder controlled in a manner productive of a higher percentage of power and economy than is possible with any other type of locomotive valve gear in use today.

It might seem that the longer period of expansion would reduce the effectiveness of the exhaust force for producing draft for combustion, but the high initial pressure given, together with the suddenness with which the port opening may be effected with this gear improves the draft, as the exhaust from one cylinder is not retarded in its passage through nozzle by the exhausts from other cylinder. This freedom of exhaust passage promotes rapid circulation, permitting the use of a larger nozzle than is possible when the exhausts drag and obstruct each other, as is the case with other gears whose motion is in fixed relation to the piston at all points of its stroke.

While the Baker-Pilliod valve gear gets its motion from the same sources as the Walschaert, the movement of the parts operating the valve rod is in a vertical instead of horizontal direction, which motion is imparted to the valve by a bell crank at rear end of valve rod. This feature has this advantage—that lost motion in main driving boxes, from any cause, does not affect the valve travel, as it does in the Stephenson and Walschaert. This defect is particularly noticeable in the latter gear, as the chief source of its valve movement is from the main pins, which must be true in their travel to impart perfect motion to the valve. The same is true of the Stephenson, but in less degree on account

of the source of valve movement (eccentric) being located near center of axle.

Taken all in all, not overlooking the important point that it requires little oil or inspection or attention of any kind, the Baker-Pilliod valve gear has much to recommend it to all concerned in the operation of locomotives; its ability to withstand the hard knocks of service with very little care on the part of the engineer making it especially suited to the conditions met with under the modern system of operating engines in the "pool."

The skeleton drawing will enable the reader to trace the movements of parts operating the valve. At first glance the gear seems difficult to understand, but when it is understood one can see a valve movement that is the nearest approach to the ideal that has yet found its way into locomotive practice.

T. P. WHELAN.

Electric Headlights.

PRINCETON, IND., Oct. 20, 1909.

EDITOR JOURNAL: I notice in the JOURNAL that the electric headlight is injuring a large percentage of members' eyes that never have used them. This is indeed bad. We have them here on all freight and passenger engines and will put our eyes to test with any engineers or set of engineers in the United States. We have the Pyle National, said to be the best, which gives a light so we do not have to strain our eyes to see the track ahead for a long way. Also, the feature of lighting the cab is something great in itself; no straining the eyes to see the water glass, steam gauge, time card, watch, etc.

We have several old gray-haired men here with excellent eyes; no doubt caused to a great extent by not having to strain them by the poor oil lights. I personally ran on a road a few years ago that would not adopt them on account of injuring the engineers' eyes, and probably has the engineers today still believing they will injure their eyes; but I feel today as if I were in a different world after night when running behind the dear old electric lights.

The only fear we have is that the

agitation the men who do not know their benefits are making against them will gradually do away with them.

If we could only estimate the lives and property saved by them you would, no doubt, want them continued in use and put in use where they are not, or, at least, a better light than the old oil lamp.

Engineers need not fear them. They are very simple, requiring scarcely any attention at all compared with oil lights; a little oil occasionally and fresh carbons is the extent of your work, and I sincerely hope we will not hear any more against them unless they have had a fair trial, for it is all humbug about the eye injuring agitation.

Fraternally yours,

F. A. E. Div. 343.

NOTE.—A letter on the above subject from Bro. Glover, by mistake in making up the pages, was inserted in the Correspondence Department. He takes the opposite view of the benefits.—EDITOR.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

NEW LONDON, CONN., Oct. 15, 1909.

EDITOR TRAIN RULES DEPARTMENT: Please answer the following through the B. of L. E. JOURNAL: No. 91 and No. 94 are trains of the same class; No. 94 is a train of the superior direction. No. 91 receives an order at A to meet No. 94 at B; when No. 91 gets to B it has time enough to make C on its schedule and clear No. 94's time at C. Has No. 91 authority to go to C for No. 94, or must it remain at B for No. 94? J. S. K.

Answer: Under the circumstances No. 91 must remain at B and meet No. 94 as directed by train order. The reason for this is that Rule 71 is so worded as to supersede time-table authority with which it conflicts. Rule 71 reads as follows: "A train is superior to another by right, class or direction. Right is conferred by train order; class and direction by time-table. Right is superior to class or direction. Direction is superior as between trains of the same class."

By turning to the definitions you will find that the "Time-table" is the authority for the movement of a train subject to the rules, but Rule 71 states that right (which means a train order) is superior to the authority (class or direction) which is conferred by time-table and therefore No. 91 must obey this superior authority and remain at B for No. 94. When a train is moving under "right" it must never revert to time-table superiority.

CAUBOR, TEX., Oct. 26, 1909.

EDITOR TRAIN RULES DEPARTMENT: Please give us a correct interpretation of the following case under Standard Rules.

No. 238 is a north-bound freight train of the second class, due to leave A at 9:15 p. m. Oct. 10. When it reaches D at 1 a. m. Oct. 11, a new time-table takes effect which makes No. 238 due to leave A at 9:45 p. m. and due at D at 12:30 a. m. instead of 1 a. m. as shown by the old time-table. The class remains the same, but the schedule stops at F instead of G. These are the only changes made by the new time-table. Can No. 238 retain its train orders and assume the schedule of the same number on the new time-table? ENGINEER.

Answer: If you are working under the revised rule for change of time-table, No. 238 cannot assume the new schedule for the reason that the terminal station has been changed. But if you are working under the old Standard Code Rule 4, which was in effect before 1906, then No. 238 may retain its train orders and assume the schedule of the new time-table and proceed. There is a marked difference between the two rules and you can easily tell which of the rules you are using, for the old rule stated that "A train of the new time-table shall retain its train orders and take the schedule of the same number on the new time-table." All that was necessary under the old rule was for the train number to correspond. Class and other considerations were not taken into account; but under the new rule the authority for assuming a schedule reads: "But when a schedule of the preceding time-table corresponds in num-

ber, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table." In the case at hand the correspondencies are all right with the exception that the terminal station is F on the new time-table, and, under the new rule this would prevent No. 238 from assuming the schedule, but it would not prevent them from assuming the schedule under the old rule, for the old rule does not require that the terminal stations correspond.

CAUOKE, TEX., Oct. 25, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Do you consider a man disqualified as to Standard Rules if he does not know, at the time he is examined, that the footnotes on the time-table used by the road he is being examined to work on give No. 55 right over No. 54 from A to Z? My understanding of this case is that he is being examined on Standard Rules and not on special instructions. **MEMBER.**

Answer: As I understand the question, you refer to a man who is being examined on the rules before being given a position by the road. If this is correct then my opinion is that a man is not disqualified by reason of not being able to answer questions which refer to special instructions peculiar to that road, for the reason that special instructions are matters of detail for each road to arrange as suits its needs. Rule B of the general rules requires that employees must be conversant with and obey the rules and special instructions but this cannot apply to a man who has simply made an application for a position and is being examined as to his knowledge of train rules. If he is employed it then becomes his duty to understand the special instructions and failure to do so will then disqualify him for service.

NEW ORLEANS, LA., Oct. 21, 1909.

EDITOR TRAIN RULES DEPARTMENT:
Please give me your understanding of the following order: "(Order No. 5.) No. 1, engine unknown, will wait at A

until eight (8) a. m. for all trains." The question is, does this order confer any rights to inferior trains running ahead of No. 1? **CALCASIEU.**

Answer: The order is not a standard order although it conforms closely to example three of Form E and the explanation to this example must be accepted as governing the case in the absence of special instructions. The standard explanation states that "The train first named must not pass the designated point before the time given, unless the other train has arrived. The train (or trains) last named is required to run with respect to the time specified, at the designated point or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train first named."

From this explanation it is plain that the order was not intended to be used for trains moving in the same direction and there is nothing in the order or the explanation to prevent the first-named train from arriving at A on time. Therefore the order is improper to use to advance an inferior train ahead of a superior train moving in the same direction.

MACON, GA., Oct. 23, 1909.

EDITOR TRAIN RULES DEPARTMENT:
When an engine is given orders to work between certain stations does such order entitle the work extra to the use of the main track at the stations named in the order? For example, engine 45 is given an order to work extra between B and C. B is west of C, and the east switch at B, where an inferior train enters the siding, is half a mile east of B. Under such an order can the work extra work on the main track at B without flag protection if no regular trains are due?

G. J. S.

Answer: The work extra would have no right to use the main track at B except under protection of a flag, as the work order only gives it the authority to use the main track between B and C and not at B or C. If it is desired that the work extra have the use of the main track at B the work order should give it

working limits between A and C. It is a well-established principle of operation that an extra train has no authority to use the main track where it originates or where it terminates. That is, an engine run extra from B to C would have to leave the east switch at B where an inferior train would enter and it would be required to enter the switch at C where an inferior train moving in that direction would enter the siding at C. A work extra holding an order to work between B and C is limited to the use of the main track from the east switch at B to the west switch at C where inferior trains would take siding to clear a superior train.

DES MOINES, IA., Nov. 1, 1909.

EDITOR TRAIN RULES DEPARTMENT:

We are working under Standard Rules, and the road is equipped with automatic block signals. When within 250 yds of an automatic signal, No. 56 explodes one torpedo on the rail; the automatic signal is clear. What action must No. 56 take? Must a flagman precede it to the next block signal? T. O. R.

Answer: Rule 15 requires a train to stop when one torpedo is exploded. The rule does not state what action shall be taken after the stop is made, but it is presumed that the train may proceed with caution, expecting to find another train ahead or expecting to find a flagman who, of course would be able to advise the necessity for being flagged, and the action desired. The fact that the automatic signal is clear when No. 56 reaches it must not govern the movements of the train as against the stop signal given by the explosion of the torpedo, for the rules for automatic signals specially state that the signals do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required. The signal in question may have been disabled in such a manner that a clear indication was given when there was a train in the block; of course this is not probable, but it is possible, and no risks should be run.

The only safe method for No. 56 to follow is to make the stop and then pro-

ceed, running with caution until the next block signal is reached, which if clear, may be accepted as authority to proceed at the usual rate of speed. Enginemen should bear in mind that when an automatic signal is found at "stop" the train must be stopped and then it may proceed to the next block signal under caution, it being fully as important that the train proceed with caution until the next block signal is reached as it is to make the stop. An automatic signal at stop does not always indicate that there is a train ahead, and so allow an engineman to proceed at full speed in case he can see for a long distance, for the reason that a broken rail or a misplaced switch will give the same indication, hence the great importance of caution.

Electrical Railroadng.

BY ELWOOD GRISSINGER.

PART XLIV.

The transmission of power for electrical railway purposes over a considerable area involves, as already pointed out, the erection of individual power stations at various places where power can be generated by some sort of prime mover; or, as is the more modern practice, of having one large central station and distributing power from such station to sub-stations situated at advantageous points within the territory to be served. The former plan usually employs direct current exclusively while the last named takes the form of alternating current generation and distribution.

Until the advent of the single-phase system of motors for electrical railway service, alternating current was generated in the central station and in this form at high voltage was carried to the several sub-stations. The sub-stations are equipped with apparatus which receives the alternating current at high voltage, transforms it into the same class of electrical energy at a lower voltage, in which form it passes through a rotary converter and is there transformed into a direct current of the usual potential for electrical railway service. This is the class of equipment usually

met with in practice respecting large installations whether the power is generated in a large central station or whether it be purchased as alternating current from a large hydro-electric or other central station engaged in power distribution on a large scale and serving a large territory.

The rotary converter is therefore a piece of equipment to be found in use with almost every large electrical railway project. A rotary converter or, as it is more commonly termed, a rotary transformer, is as its name implies a piece of apparatus wherein the desired conversion of the electrical power is obtained by the rotation of some fundamental part of the equipment. This class of apparatus can be built to effect various kinds of transformations, such as the transformation from one voltage to another, from one number of phases to another or the transformation of direct current into alternating current or vice versa. That form which is of interest here is the one which transforms alternating current into direct current and vice versa, termed a rotary converter, rotary transformer or "rotary."

The rotary as usually built resembles any direct current generator except for the addition of collector rings on the shaft of the rotating member. These collector rings are placed upon the opposite end of the shaft to the commutator end. Two such rings will indicate that the rotary is designed to receive single phase alternating current when transforming to direct current, three such rings that it is designed to receive three-phase alternating current, four such rings that it will transform two-phase current, six such rings that it will transform six-phase current, etc. When receiving direct current, such machines will transform into alternating current of the single phase, three phase, etc., classes depending upon the form of winding upon the rotating part, with the corresponding number of collector rings.

The armature of a rotary usually has but one winding. This winding is connected to the direct current commutator in the same general way as the winding

of any direct current generator. The collector rings are connected to the winding at the rear of the armature, and at points in the armature winding which will give the proper phase relation. The same armature of a rotary may be used for different phase relations, such as two or three phase, provided only that the armature has the requisite number of coils so that connections between the collector rings and the winding can be made at the desired points to obtain the required phase relation. The arrangement of the field windings on rotaries is much the same as that of direct current generators. A plain shunt winding is sometimes used, but more generally a compound winding consisting of a shunt and series winding is the form employed. Series winding alone has not been developed, the necessity or advantage of it not having been apparent. Some compound wound rotaries which have been developed have had the series field winding so designed as to give a stronger magnetic field than that energized by the shunt winding alone; this for special purposes usually.

The direct and alternating e.m.f.'s from a rotary are induced in the armature of the same as a result of the rotation of the armature in the magnetic field, the magnetic field being produced by the shunt and series field winding in precisely the same manner as that described in connection with direct current generators. The direct current e.m.f. of the rotary has a definite relation to the alternating current e.m.f. of the same rotary. This relation is fixed in a given machine but may not be exactly the same in different machines of the same characteristics. This relation is also usually not the same in machines operating with a differing number of phases of alternating current.

The direct current e.m.f. of a two-phase rotary is equal to the maximum value or top of the alternating current e.m.f. wave. (The increasing and decreasing value of the alternating current e.m.f. was shown in connection with wave form curves in earlier papers.) The effective alternating current e.m.f., however, does not depend upon the maxi-

imum value, but upon the *shape* of the wave. In any given rotary, if the shape of the field poles be changed, the shape of the wave form of e.m.f. will be changed though the maximum value of the wave will remain approximately the same. The effective value of the e.m.f. wave will, however, change somewhat and with this change the relation between the direct current e.m.f. and the alternating current e.m.f. will be altered.

If the alternating current e.m.f. wave form is practically that of a sine wave, then the alternating current e.m.f. of the rotary is approximately 0.71 of the direct current e.m.f. for a two-phase machine and approximately 0.61 for a three-phase rotary, i. e., if 500 volts is the potential of the direct current side of a rotary, then 355 volts will be the potential on the alternating current side of a two-phase machine and 305 volts on the alternating current side of a three-phase machine. The term "sine wave" is the name given to an alternating current wave form, the shape of which is such as to admit of this mathematical designation. In practice, a true sine wave is only obtained when the conductors on the armature of a generator or rotary are caused to rotate at a uniform rate of speed within a uniform magnetic field. A true sine wave form is rarely ever attained in practice, but in many cases the distribution of the magnetic lines of force in and around the magnetic field is such as to give an approximate sine wave of e.m.f. For the purpose of this paper, therefore, the above-named ratios of direct to alternating current e.m.f.'s can be accepted for general use.

In describing the operation of direct current and alternating current generators, it will be recalled that the potential delivered at the terminals of such machines can be regulated by changing the strength of the magnetic field by means of the usual field rheostats. The relation between the direct current and alternating current e.m.f.'s of rotaries being fixed as already stated, any change in the magnetic field of a rotary will affect all the e.m.f.'s of such a unit alike. In practice, therefore, all methods for affecting or regulating the direct current

e.m.f. of rotaries involve a like change in the alternating current e.m.f. of the same machine, while the ratio of transformation will remain the same, viz: 0.71 for two-phase machines and 0.61 for three-phase machines.

The rules which govern the frequency of a rotary are the same as those which have already been defined with respect to alternating current generators. The product of the number of revolutions per minute of the revolving member of the rotary into the number of field poles of the rotary will give a result representing the number of alternations per minute of the alternating current which is being received by or delivered from the rotary. In the case of rotaries of a given speed, low alternation machines will require a smaller number of field poles. High alternation rotaries will require a larger number of field poles in order to keep down the speed of revolution. Sixty cycle rotaries have been designed and placed in successful operation, but in general when used in railway service, where 500 or more volts of direct current are to be obtained from them, machines of this class are to be avoided. They are difficult to operate because of the very high peripheral speed of the direct current commutator which reacts to prevent a uniform and good electrical contact between the commutator bars and the brushes. This is particularly true if the commutator becomes roughened slightly from use. This will cause a jumping of the brushes at the high speed, bringing about sparking between the brushes and the commutator segments with the burning of the latter to the detriment of the machine.

The peripheral speed of the commutator of any rotary is equal to the product of the number of alternations per minute into the distance between two adjacent neutral points. This relation, it will be noted, includes neither the number of poles nor the number of revolutions per minute; consequently, for a given frequency the commutator speed cannot be changed by changing the speed or number of poles of the machine, if the distance between the adjacent neutral points is to be kept constant. Upon this fact

depends a rather perplexing electrical difficulty with respect to the design of rotaries.

For a given direct current e.m.f., one cannot use less than a certain number of commutator segments between a positive and a negative brush. The higher the e.m.f. the greater this minimum number of bars of the commutator becomes and, with a certain width of bar, the greater the distance between the neutral points and hence the greater becomes the peripheral speed. With a given frequency and a limiting peripheral speed to the commutator, there must be a maximum number of commutator bars which can be gotten into the limited space between neutral points. Upon this maximum number of commutator bars depends the maximum e.m.f. which the machine can carry. (By neutral point is meant that point or line approximately midway between two adjacent field poles.)

Experience has shown that 5,000 feet per minute is as high a peripheral speed of a commutator as carbon brushes will stand, but at this speed great care must be exercised in the handling of the machine with respect to the commutator and the brushes. The brushes must be very carefully fitted to the commutator and the commutator must be kept clean and smooth. The brush holder must also be kept in good condition so that the brushes will play easily in their respective holders. A lower peripheral speed than 5,000 feet per minute is desirable. At 4,500 feet per minute and 7,200 alternations per minute of the rotary, the distance between the adjacent neutral points may be as low as $7\frac{1}{2}$ inches. If it is desirable to crowd 36 commutator bars into this space, it means a width of about $\frac{3}{16}$ of an inch per bar with a $\frac{1}{32}$ of an inch for insulation between the adjacent bars. This is about as thin a bar as should ever be made. Under these conditions, a maximum of about 36 bars can be used between neutral points on a 7,200 alternation rotary, and as a result, the maximum direct current e.m.f. of this particular rotary is limited to about 600 volts.

For lower e.m.f.'s a smaller number of bars can be used, with lower peripheral

speed, but this speed cannot be decreased very much, as the shorter distance between neutral points will tend to crowd the position of the brush holders. As a result of these details one may put the range of commutator speed of 7,200 alternation rotaries somewhere between 3,500 and 4,500 feet per minute, the lower speed applying only to the lower e.m.f.'s. With lower alternations, the distances between the adjacent neutral points may be increased, or the peripheral speed may be reduced. In consequence, it is easier to design rotaries for low alternation service than it is for high.

For high e.m.f.'s the lower alternation rotary has no advantage over the other, but for heavy currents and low e.m.f.'s the higher alternation rotary has some advantages. For very large direct currents, a machine should have a large number of poles for increasing the brush capacity by increasing the number of brushes and thus also reducing the strength of the current in each armature circuit, giving better commutation at the brushes. If the rotary operates on low alternations, then the larger number of field poles gives a much slower running machine. With high alternations, a large number of field poles can be used giving moderate speeds.

Wireless Telegraphy.

J. W. READING.

(Continued from November JOURNAL.)

It will be seen by reading the article in the November JOURNAL that there were in the early half of the last century two methods discovered by men of science which led these men to believe that some day it would be possible to send messages without the use of wires, and I will digress enough from the story, as started, to give a few more explanatory details of the earlier as well as the later developed methods.

One of the first ideas was known as conduction, by which the conductive properties of the earth and water were turned to account; the other was called induction, and was termed such on account of the impulse of the electric sport

in transferring itself from one place to another.

It was, as has been noted, near the end of the century before the third principle was discovered, and is now known as electromagnetic radiation.

In conduction it was found that certain bodies would admit the passage of sound, heat and electricity through them. Thus, the body of a tree is a good conductor of sound; metal a conductor of heat, also of electricity, the conductivity of electricity depending largely on the kind and quality of the metal. Copper wire was early found to be an excellent conductor and has been constantly used from the first in all trials and experiments.

The solid earth and water being also conductors was the fact that turned the attention of the investigators toward making their first efforts to convey messages without the use of metal conveyers.

In the method known as induction it was found that electrical influence created in a wire circuit would transport itself to another circuit entirely independent. The wires might be a few feet or many rods apart, yet the induction would take place, the distance and power being governed by the "magnetic field" set up around the primary wire.

The existence of the electromagnetic waves was not positively known until 1888 and the story of their discovery is what I have started out to tell the readers of the JOURNAL.

The various experiments related in the November JOURNAL were made in the efforts of the early electrical scientists to reduce the great cost and technical difficulties involved in laying and making speedy repairs to the submarine cables. When inventions improved upon the methods of laying and repairing these great wires the inventors and investigators, for a time, turned their attention to other electrical problems.

One of the triumphs of research which signalized this interval, and one which can be considered as second to nothing discovered previously, was the introduction of the telephone.

It was in 1876 that Prof. A. Graham Bell gave to the world a means of

holding conversations over electrically charged wires, and in Professor Bell's invention was found a potent means of advancing the study of electric communication without continuous wires.

It was found almost from the first that the telephone was so sensitive that sounds being transmitted on adjacent lines could be heard in it.

It was the various experiments made by Edison and others to test this property of the telephone that proved an important stepping stone in the path of electrical progress toward wireless telegraphy.

Professor Trowbridge of Harvard University, however, was the first to put the possibilities of electro-radiation, as manifested by the telephone, to a scientific test.

He believed in the theoretical possibility of telegraphing across the Atlantic without a cable by the use of powerful dynamo-electric machines, but figuring out the cost he found it would be enormous, and knowing that the expense would prevent trans-ocean telegraphy he thought it might be turned to account for the intercommunication of ships at sea. He devoted a great deal of time to this subject and suggested two plans by which ships at sea might be enabled to speak to each other. There was no particular difference in the two plans he devised, for in each case the ships must be provided with a powerful dynamo, one terminal of which was to be connected with the water at the bow of the vessels, and the other to a long wire, insulated except at its extreme end, trailing over the stern, and buoyed so as not to sink. The current from the dynamo would by this means, so to speak, saturate the water with electrical energy. The idea was that an approaching vessel suitably provided with a telephone with connecting wires extending over the bow and stern would thus be able to pick up any sounds issuing from the dynamo of the first vessel.

Professor Trowbridge also devised an ingenious method calculated to prevent collisions at sea during fogs and storms.

These investigations occupied a great deal of the Professor's time between

1880 and 1884. Later he gave considerable attention to aerial telegraphy and although he brought out some good points, yet the item of expense was the "hoodoo" that prevented practical demonstration. However, these investigations led to a revival of interest in wireless telegraphy and the next few years showed some remarkable achievements on the part of a number of workers in electrical science.

Prof. Graham Bell, who, basing his investigations on some experiments made with the galvanometer by Professor Adams of Kings College, turned his telephone to account in tracing equipotential lines and surfaces.

In explaining his discoveries Professor Bell says:

"In a vessel of water I placed a sheet of paper. At two points on that paper were fastened two ordinary sewing needles, which were also connected with an interrupter that interrupted the circuit about 100 times a second. Then I had two needles connected with a telephone; one needle I fastened on the paper in the water and the moment I placed the other needle in the water I heard a musical sound from the telephone. By moving this needle around in the water I would strike a place where there would be no sound heard. This would be where the electric tension was the same as in the needle, and by experimenting in the water you could trace out with perfect ease an equipotential line around one of the poles in the water."

Professor Bell figured that what was true on a small scale must also be true on a large scale, and that in this method a means might be found of communicating electrical signals at sea.

At this time Professors Trowbridge and Bell were working along similar lines.

In 1882 Professor Dolbear of Tufts College, Massachusetts, was an interested worker, following lines worked out by Trowbridge and Bell, and so far did he push his research that his friends claimed for him priority in the discovery of aerial telegraphy. He did actually send signals through space, and came very near the achievement which is now so indelibly associated with the name of Marconi. In

the early days of his investigations Dolbear put the distance at which he could make his sounds heard at half a mile, but later it was affirmed that he had obtained results at a distance of thirteen miles.

There are some striking resemblances between his method and that of Marconi, and had Hertz at this time made his great discovery of the electric waves, it is altogether possible that Dolbear would be bearing the honors now conferred upon his younger rival.

There can be no doubt that Dolbear was working with "Hertzian" waves, although he did not know it, six years having still to elapse before their existence was discovered, and to that extent, therefore, he was anticipating Marconi.

It seemed to be a foremost thought with the electrical workers in the early '80s to invent something that would make it possible for vessels to communicate at sea. Schemes were also formulated for establishing communication with railway trains in motion.

Mr. William H. Preece, for many years engineer-in-chief of the British Postal Telegraph Department, had his attention drawn to wireless telegraphy early in his professional career and began his personal investigations in 1882. He devised some very clever schemes, some of which were in advance of those brought out by the other professors named.

Mr. Chas. A. Stephenson of the Northern Light House Board was another of the early workers who is entitled to distinction.

To Professor Hertz, a German, probably more credit is due than to any other one man for the advancement in electrical science that led speedily to perfecting the apparatus that was to give to the world a sure means of communicating at long distances without the use of wires.

Hertz's interest was first awakened by the offer of a prize for an experimental proof of a connection betwixt electrodynamic forces and dielectric polarization in insulators. His researches were along those lines heretofore explained as induction and were remarkable for their sim-

plicity. He made use of wire rectangles, or simple rods, to the ends of which he attached metallic spheres. By cutting the rod in the center and highly charging one of the spheres, calling the one charged the exciter, the other the receiver, he would place them at various distances, which he termed the spark gap, and carefully noted results. He experimented with other designs of a similar nature and with the crude affairs that he constructed he reproduced all the phenomena of light, including those of reflection and refraction, in corresponding electromagnetic effects, and proved that light and electricity are one and the same.

While Hertz was the first to clearly define electromagnetic waves, yet there were others ahead of him who were confident that the proof would come. They knew the rate at which they would go; they knew that they would go slower in a glass of water than in the air; they knew they would curl around sharp edges; that they would be partly absorbed but mainly reflected by conductors. It was known how to calculate the length of such waves, and if turned back upon themselves they would produce the phenomena of stationary waves.

Other things were known about them that would take too much time and space to enumerate.

While all of this had been figured out by electrical scientists, yet it fell to the lot of Hertz to supply the verification. He inserted suitable conductors in the path of such waves, conductors adapted for the research, and to the surprise of every one, even himself, found that the secondary electric surgings thus excited were strong enough to display themselves by minute electric sparks.

It would be extremely difficult to estimate the importance of the advancement made by Hertz. Sir Oliver Lodge, one of the brightest lights of contemporary science, says:

"Hertz effected an achievement which will hand his name down to posterity as the founder of an epoch in experimental physics."

Hertz's brilliant discoveries included the measuring of waves and fixing the

rate at which they traveled, proving that they might be the fraction of an inch or 1,000 miles in length; waves of 2.8 meters in length having the velocity of light; demonstrating that the waves could be reflected, deflected, and secured, and determining their modal points and outline. All of these things Hertz figured out within the walls of a laboratory 30 feet square, and in justice to him it must be admitted that without his discoveries aerial telegraphy, as we now know it, would have been an impossibility.

Hertz died in 1894, and to others fell the honors which would have surely been his could he have lived another decade. Truth, however, demands that full recognition should be accorded to those who took up the work where Hertz left off, and whose discoveries and inventions helped forward the final victory.

Numerous scientists were in the field following Hertz. Many schemes were devised and tried out. Professor Righi, an Italian, entered upon a series of exceedingly valuable researches in an optical direction, and these are the more interesting because Marconi was a pupil of Righi.

None of the scientists, however, had accomplished as much as Sir Oliver Lodge. His invention of an apparatus brought wireless telegraphy almost within his grasp. He failed to appreciate the practical power which Hertz's discovery gave to the world. His work made everything ready for the hand of Marconi. No one can take from the young Italian inventor the honor of being one of the first to see the possibilities lying hidden in the discoveries of Hertz; and, while we are bound to grant him the distinction that he deserves, yet we must not forget that honors are due to the numerous workers that paved the way.

Marconi was born near Bologna, Italy, on April 25, 1874, of Italian-Irish parentage, and was consequently 22 years of age when he came to England with both fame and fortune. He was an enthusiastic disciple of Hertz and worked on the same but more extended lines. He made experiments on his father's estate near Bologna and then, finding no one in Italy ready to take up his idea,

set out for his mother's homeland to try his fortune.

His first step on reaching England was to apply for a provisional protection for his invention and then to get an introduction to Sir William Preece. Marconi made no mistake when he wandered into Mr. Preece's office, for that gentleman had been a hard and earnest worker in the cause of electrical science.

Little has been said or written about the splendid help given Marconi by the engineering branch of the British post-office, but it may be safely assumed that to the practical experience of Mr. Preece and staff of that department belongs much credit for the rapid development of Marconi's system.

Marconi himself would probably be one of the last to deny such a statement, for like all great inventions or improvements in the arts and sciences, aerial telegraphy was the outcome of the labors of many.

But when all these allowances have been made it still remains Marconi's incontestable merit that he developed a far-seeing initiative where others had not gone beyond timid projects or tentative research. As Sir William Preece put it, "They all knew the egg, but Marconi had shown them how to make it stand on end."

Marconi's service to science resolves itself into a victory over innumerable practical difficulties, the successful dealing with which demanded the exercise of a gift that has been characterized as genius itself.

Marconi's first experiments in England took place in the general postoffice building itself, under the supervision and with the able assistance of Sir William Preece. These having proved successful, his system was submitted to a more critical test on Salisbury Plain, with a clear distance of two miles between the sending and receiving stations. Later Marconi's apparatus was given a more severe test in a distance of 3.3 miles. Other and longer stretches were tried and many changes made in the various devices. While the experiments in the main proved satisfactory, yet some of their efforts proved dismal failures.

The trials in England attracted much

attention. The Italian Ministries of War and Marine took up the work under Marconi's direction and some excellent results were obtained between July 11 and July 18, 1897.

The first three days were devoted to trials on land. On the 14th the scene of operations was transferred to the water. The sending apparatus, which was installed in a tent upon a tongue of land near the arsenal of St. Bartholomew, consisted of an oscillator with two central spheres of 10 centimeters, and two outer spheres of 5 centimeters diameters, and an induction coil 25 centimeters in length supplied with an accumulator battery. The vertical wire was 26 yards in length and terminated in a zinc plate.

The receiving apparatus was set up on a tug boat, and had a vertical wire running to the top of a mast 16 yards high and terminating in a zinc plate, while another wire led from the coherer into the water.

Transmission was successful up to four kilometers. On July 15th the experiments were continued with the same apparatus, only the "antennæ" of the sender was lengthened to 30 yards. At first the trials were unsuccessful, the receiver giving signals, through the presence of thunder clouds, before the transmitter had begun to work. When, however, these atmospheric disturbances had ceased and the tug began to move out farther and farther from the sending station the signals continued intelligible until a distance of 5.5 kilometers had been reached. But when the vessel became hidden from the sending station by a stretch of land the signals ceased altogether.

On the 16th the tug boat kept the sending station continually in sight and up to a distance of 13 kilometers the messages sent were legible. No such good results were obtained as the boat returned, owing to the fact that the vertical wires did not hold the same parallel condition that they did as the tug steamed outward. Another cause was that the vertical wire or "antennæ" on the boat had the mast between it and the perpendicular wire at the sending station. This mast was sup-

posed to have received or turned aside some of the electromagnetic energy which would otherwise have reached the ether.

(To be continued.)

Shortage of Oil.

FAIRMOUNT, W. VA., Sept. 26, 1909.

EDITOR JOURNAL: In an article in the September number of our JOURNAL from Mr. W. H. Corbett of the Traveling Engineers' Association on the care of lubricators, he says that the feed should be started 15 minutes before leaving time. That *sounds good* to read, but I would like to ask Mr. Corbett what he can do with one of the large class of engines today, running 110 miles on two pints of oil and an 11-inch pump? How much will he have left to use in his hand oiler? I have never found an engineer that did not start his feeds a reasonable time before leaving time. They also know that the hand oiler is good, but the question comes—where will they get the oil?

The JOURNAL donates over a column telling what the Traveling Engineers' Association recommends, and will adjourn, go home, and probably recommend a cut in oil, and nine-tenths of them could not get over the road with the amount of oil they recommend.

Will Mr. Corbett or any Brother engineer tell me how often he can use a hand oiler on a 110-mile run after filling his lubricator, especially in the winter time when the oil sticks to the measure? Remember, it takes about 15 hours to make the run on a hill division.

Fraternally yours,

A. L. H.

Pensions on the Rock Island Lines.

It is announced that pensions will probably be paid on the Rock Island lines by next January. Edward S. Moore, second assistant to the president, has forwarded blanks to all heads of departments asking for facts concerning officers and employees whose entire time has been given to this company's service and who have attained the age of 70 years or will attain it by June 30, 1910; also those who have been in continuous service 25 years or more and have become permanently incapacitated, regardless of age. The term of service is to be considered as dating from the day since which officers

or employees have been continuously employed upon any of the roads now known as the Rock Island lines, whether prior or subsequent to the control or acquisition of these roads by the Chicago, Rock Island & Pacific Railway. The rules of the proposed pension system have not all been worked out. — *Railroad Age-Gazette*.

Promising Positions to Graduates.

We do not believe that wickedness or that the exercise of sharp practice is increasing in this world of tears; but we know that conditions which moved us to caution certain lambs against shearers 25 years ago call for similar advice today. The article we refer to reads:

"One of the most reprehensible practices of the present times is that of the management of various institutes of 'practical instruction' in promising to obtain lucrative positions for students as the reward for paying for a short course of instruction. Hundreds are induced to enter schools of this kind, generally to find themselves disappointed in the end; something, perhaps, a little short of swindling in a legal sense, but very near it. It ought to be apparent to the victims that the teachers or managers of these schools cannot create places for their 'graduates' beyond the ordinary demand, nor for the pay they will receive, but promises to do both are freely made. The demand for workers in specific directions, and the wages paid, are things over which these teachers and managers have no control."

We have no fault to find with enterprises of this kind when the business is legitimately conducted. Those of a respectable standing are doubtless of considerable utility. But when they offer as inducements to persons to become scholars, bargains, that they are not able to make good, and offer them in such a way that legal redress is impossible, their conduct is fairly open to criticism. This is done in some instances by those who would not be suspected of such practices and to such an extent as to justify a word of warning. If the authorities of a school giving technical instruction invite you or any of your friends to enter on the promise of employment at graduation, insist on having a written agreement to that effect. Such a document is not an absolute certainty of good faith but it is likely to prove useful. — *Railway and Locomotive Engineering*.

Railroad Gleanings

The Locomotive of Seventy Years Ago.

The following extract from a letter which was addressed by Mr. Henry V. Poor to Mr. Stuyvesant Fish, on the 50th anniversary of the incorporation of the Illinois Central Railroad Company, will be interesting to many of our readers:

The railroad first undertaken in the United States was a short line, worked by horse power, of about three miles, for the transportation of granite to the Neponset River, near Boston. This road was simply a copy of the tramroads already in use in England. It is important only as the pioneer in the great movement that was then taking place. A similar work was constructed about the same time for the transportation of coal from the pit's mouth to the Lehigh Valley Canal, near Mauch Chunk. It was not until a much later day, however, that the construction of railroads was undertaken for the transportation of both freight and passengers on anything like a comprehensive scale. The Erie Canal had largely cut off the trade which the cities of Philadelphia and Baltimore had hitherto received from the West; and as the project of a canal from the city of Baltimore to the Ohio was regarded by many as impracticable, the merchants of that city, in 1827, procured the charter of the present Baltimore & Ohio Railroad.

On the 4th of July, 1828, its construction was begun, the first act being performed by the venerable Charles Carroll of Carrollton, the only surviving signer of the Declaration of Independence. At the close of the ceremony of breaking ground, Mr. Carroll said: "I consider this among the most important acts of my life, second only to signing the Declaration of Independence, if even second to that." In the fall of 1829 the laying of the rails within the city of Baltimore was begun. On May 22, 1830, the first section of 15 miles, to Ellicott's Mills, was opened. Like all others constructed at the time, it was an unsubstantial structure with longitudinal sills, on which was placed a thin bar, or strap, of iron.

Although the locomotive engine had ob-

tained some use in England, this road continued for some time after its opening to be operated by horse power. An ingenious but unsuccessful attempt was made to propel the trains by the use of sails. As some more effective power than that of the horses seemed indispensable, the company, on January 4, 1831, invited proposals for the construction of a steam engine for its use, "which, when in operation, must not exceed three and a half tons in weight, and must, on a level road, be capable of drawing, day by day, 15 tons, inclusive of the weight of the wagons, 15 miles per hour." In response three engines were offered to the company. One only, constructed by Phineas Davis, of York, Pa., was accepted as coming up to the required specifications. Although this engine was incapable of surmounting any considerable grades, it served to assure the officers of the company of the practicability of working their railroad by steam power.

In the annual report of the company for 1831, its president, Philip E. Thomas, stated that, "by many improvements made in the application of working power, an immense reduction in the cost of transportation and an increase of velocity has been effected. Among the most valuable of these improvements is the combined cylindrical and conical car wheels, invented by the chief engineer of the company, Mr. Jonathan Knight, which have been found of the utmost importance by the facility they afford of turning curves. By the aid of this highly valuable improvement every doubt is removed of our ability to employ locomotive engines upon the Baltimore & Ohio Railroad. This discovery is the more important to us inasmuch as from the surface of the country over which our route must be constructed numerous curves in the tracks will be unavoidable; and the great advantage of this form of wheel consists in their so readily accommodating themselves to the degree of curvature upon the road that there scarcely appears to be any perceptible obstacle to the passage of the cars over them greater than on a straight line."

The first locomotive ever used in the United States was one imported from

England in 1829, constructed by Foster, Rastrick & Co., at Stourbridge, and called the "Stourbridge Lion." This engine was imported for use upon the Carbon-dale & Honesdale Railroad, belonging to the Delaware & Hudson Canal Company, and extending from their canal toward the mines. The first experimental trip was made by it on August 8, 1829. It was found too heavy for the track, and its use consequently had to be abandoned. The first locomotive built in this country, and the second ever in use in it, was made at the West Point Foundry Works in New York in 1830. It was called "The Best Friend of Charleston," having been built for use on the South Carolina Railroad, then in process of construction. It reached Charleston on October 23, 1830, and was placed on the road November 2, 1830.

The second engine constructed was by the same parties, for the same road.

The third, also constructed by the West Point Company, was placed on the Mohawk & Hudson, now a part of the New York Central Railroad, in 1831, and weighed three tons. It was used on the summit between the two planes, worked by stationary engines, that near Albany having a length of 3,102 feet; that near Schenectady, 2,046 feet. One of English manufacture, weighing six tons, imported for its use, was discontinued on account of its weight, which was too great for the track.

It may be here remembered that although the experiment on the Stockton & Darlington Railway seemed to be conclusive as to the practicability of using steam upon railroads, a commission, composed of distinguished English engineers, appointed so late as 1829 to consider the comparative merits of transportation by locomotive or stationary power, made a report in favor of the latter, for which they proposed the erection of stationary engines at points within three miles of each other—the trains to be drawn by an endless rope or chain.—*Exchange*.

Transcontinental Railroad.

Forty years ago the first transcontinental railroad was completed. A few weeks

ago, near Missoula, Mont., the gap on the links of the Chicago, Milwaukee & St. Paul was filled in, and the sixth of the roads which span the continent in the United States was finished. Canada has one road—the Canadian Pacific—which reaches from one ocean to the other. The completion of the Grand Trunk Pacific, which is booked for 1911, will give the Dominion a second continent-spanning line; while the Canadian Northern, which is expected to be finished in 1913 or 1914, will give it a third.—*Ry. World*.

President Asks Square Deal for Railroads.

In the course of an address at Gregory, Tex., recently, President Taft asked that the railroads be given a square deal. He said in part:

"I am not in favor of drastic legislation against railroads except such as is necessary to keep them within the law, and to keep their rates reasonable. The truth is we want to encourage our railroads. We will rush, 30,000 of us, in a county, vote bonds for a railroad if it will only come in. Then it comes in and after a time you won't find a friend of that railroad in that county, except, perhaps, the local counsel.

"Then you will proceed to legislate and you will do injustice to that railroad, but after awhile, after you have done injustice to the point where you don't get the proper accommodations and where you drive them into a system of economy that does not build up your county, you finally begin to realize that the only good policy, as well as the only honest policy, is a square deal to the railroads so as to give them the rates they ought to have and not allow popular prejudice to deprive them of reasonable profit on the investment, including the risk that they made when they went into the business."—*Railway World*.

The Railroad Outlook.

Under the above head, the following interesting editorial appeared in a recent issue of the *Philadelphia Ledger*:

"The president of the Pennsylvania

Railroad, starting on a tour of inspection of that great system, spoke of the large improvements and extensions, the necessary development, now to be undertaken by all the railroads of the country, if only they and the investors whose interest they must invite can be assured of reasonable stability in the conditions under which they are to operate. It is the part of railroad managers to understand and foresee the actual conditions of their business, the demands of transportation and the possibilities of improvement in their equipment and service. The outside regulation to which they may be subject, and which may profoundly affect their previous calculations, is not within their control, or even their foreknowledge. In planning for the immediate future, therefore, it must be essential to them to understand just what this outside regulation will require.

"The plea of the railroads for stability in legislation is similar to that of the manufacturers for stability in the tariff. The measure of protection they should have was less important, to enable them to embark upon new business, than an exact knowledge of the terms on which their business was to be carried on. The adjustment of the tariff has not in itself assured 'prosperity,' but it has enabled manufacturers to enter upon new engagements with regard only to the natural conditions of their own trade. The transportation interests needed the same assurance. Whatever is to be said of the great mass of legislation, state and federal, during the past few years, for the regulation of the railroads and the restriction of their charges, it certainly has lacked neither in volume nor in severity. Through these years of depression the railroads have been learning by severe economies to accommodate themselves to it. Now that reviving confidence and renewed activity are forcing upon them new and larger undertakings, they are entitled to at least a temporary exemption from legislative disturbance.

"This is not for the sake of the railroads, as corporations, but for the sake of the whole business of the country,

whose prosperity so largely depends upon the efficiency and economy of transportation."

Railway Accidents for Year Ending June 30, 1909.

The figures that appear in the present accident bulletin under the number of accidents that occurred on railroads during the year ending June 30, 1909, show the total number to have been 66,711, or 2,791 killed and 63,920 injured, as against 72,753, or 3,764 killed and 68,989 injured, for the year ending June, 1908, being a decrease in the total number of 6,042, or 973 killed and 5,069 injured, as compared with the number reported in the previous year. The number of employees that were killed in coupling and uncoupling cars and engines is 32 per cent less than the last year.

This bulletin covers the quarterly period ending June 30, 1909, which shows the total number of persons killed and injured for the three months to have been 15,895, or 588 killed and 15,307 injured, being a decrease of 3 in the total number of persons killed, and an increase of 2,209 injured, as compared with the number reported for the same period a year ago.

The total number of collisions and derailments in the quarter now ended was 2,100, or 817 collisions and 1,283 derailments, of which 100 collisions and 172 derailments affected passenger trains. The total damage to cars, engines and roadways was \$1,703,642. This shows a decrease of 30 in the total number of collisions and derailments as compared with the number reported for the same period a year ago. — *Railway World*.

Decrease in Railroad Fatalities.

Several railroads of this country have recently issued reports that are particularly gratifying in that among the large number of passengers carried there have been no fatalities. Among the first of these to make such a report was the Pennsylvania R. R., which carried 142,676,779 passengers in 1908 with not a single accident due to inefficient operation, exclusive of accidents at crossings or the result of the passengers' own care-

lessness in getting on or off a moving train. Other reports followed which are equally favorable, showing that the Chicago & Northwestern Ry. carried 25,994,182 passengers in the year ending June 30, 1909, without a single fatal accident; the Chicago, Rock Island & Pacific Ry., 18,743,022 passengers; the Chicago, Burlington & Quincy Ry., 20,000,000; the Atchison, Topeka & Santa Fe Ry., 22,605,697; the Lehigh Valley R. R., 4,877,801; while the Erie R. R. reports 125,000,000 passengers carried in the past five years without a fatality. These figures make a total of 330,000,000 passengers carried in the past year without fatalities, and it is interesting to note that the roads helping to make up this record are many of them Western roads, some of which are operated on single track. It is understood, of course, that a number of roads of lesser mileage have made the same enviable record in this respect, for the instances mentioned above are remarkable only from the magnitude of the traffic involved.—*Railway and Engineering Review*.

Road is Guilty in Headlight Case.

Judge W. F. Eve, in the city court of Augusta, Ga., on October 20, found the Atlantic Coast Line Railroad guilty of a misdemeanor, the charge being that the road had operated trains in the State of Georgia that were not provided with electric headlights on their engines. The case was a test case in order to test first the validity of the act, and second, the test of the constitutionality of the law, provided it is legal. The case will be carried to the State Court of Appeals first, and from that tribunal to the Supreme Court of the State. If the decisions are in favor of the State in each of these courts, then the case will be carried to the United States Supreme Court.

The engineers all over the State are interested in the act, as it provides what they term a much safer headlight for them. The evidence of the railroad officials was an effort to discredit the electric headlight. The engineers who testified were those who had operated

engines lighted with both kinds of light, and in each instance the engineers claimed that the electric light was the safest for them.—*Atlanta Constitution*.

The Railroads and Public Approval.

BY E. P. RIPLEY, PRESIDENT A. T. & S. FE RY.

In this country the people rule, and, in the long run, that system, that method, or that personality that does not meet the approbation of the public, cannot succeed. True, the public is often fooled; true, it "gets off on the wrong foot" as often perhaps as on the right; true, it has to be guided, controlled, and at times abruptly stopped by those authorities which it has selected for that purpose; yet the fact remains that the government is the people, that Congress, the legislatures and even the courts are keenly alive to public sentiment and anxious not to stray far from the line of public opinion.

Our forefathers recognized the danger that the majority would not necessarily be right, but might often be wrong, and sought to provide safeguards for the rights of the minority. But these safeguards are obviously growing less efficient; obviously growing weaker; obviously more sensitive to that public clamor which for the moment stands for public opinion; and when all safeguards have been exhausted it is to public opinion that we must look at last.

There are two things about which the public is most critical; one is the management of the newspaper, the other the management of the railroad. In his heart the average citizen believes that he could operate either his daily newspaper or the railroad passing through his town much better than it is being operated; he would perhaps hesitate to announce this opinion, but his attitude is coldly critical, and it is to be remembered that the railroad is all out of doors—all out in the weather, everything about it is exposed in the lime-light and visible to anybody's naked eye. There is no human activity the operation of which is attended with so much publicity. All our earnings and expenses are published; all our

charges and all our methods the subject of regulation, intelligent or otherwise.

Many years ago, Mr. W. K. Vanderbilt, journeying to Chicago, was met on the outskirts of the city by an enterprising reporter for a daily paper, who boarded the train and forced himself into the presence of Mr. Vanderbilt and his party, and demanded news on behalf of "the public." Probably Mr. Vanderbilt, resenting the intrusion, said something uncomplimentary to the reporter and possibly to the "public" he claimed to represent, and the next issue of that paper quoted him in scare-head lines as using the phrase "The public be damned." Mr. Vanderbilt subsequently denied having said it, but whether he did or not, and whatever may have been his provocation, the phrase has for nearly forty years been used as indicative of the railroad man's attitude toward his patrons.

Many years ago the late George R. Blanchard, being on the witness stand at Albany, was asked what was the correct basis for making freight rates, and replied: "What the traffic will bear"—a most excellent answer, but a most unfortunate one, for it has passed into history as meaning "All the traffic will bear," which is a very different thing.

Such things as these, distorted as they have been, conspired to inflame public opinion, but that is not all. It is the custom and the privilege of men past middle age to be reminiscent, and I ask your indulgence for a very brief history of the events that have led us to our present status. My railroad experience began about forty years ago, and the railroad business was then much like any other business—it had its price list, as did the merchant; but like the merchant, it had its discounts for large shippers and for special conditions, and the discounts were irregular and various. The larger shippers demanded concessions as a right, and the principle was generally admitted. Naturally, the result was favoritism, not because the railroads desired especially to favor one as against another, but because in the nature of things secret rates could not well be given to everybody.

Nobody regarded these secret rates

as criminal or objectionable. But as time passed and these discriminations became more frequent and greater there arose a demand from the less favored portion of the shipping community for legislation forbidding the discriminations and providing for like opportunity for all. This was strenuously opposed by the favored shippers and by those railroad men who believed the railroad to be purely a private institution and not amenable to law as to its charges. It was common enough to hear it seriously argued that the larger shipper was entitled to the lower rate. This view was held by many shippers and I believe by most railroad managers. They argued that the business was like any other business—that each interest must look out for itself, and that competition between the roads would prevent rates from ever being too high.

For myself I may say that I realized, from an early period, that discrimination as to rates was unjust and at no time objected to laws forbidding it. The Interstate Commerce Law was passed in 1887. It was crude in its provisions and was the result of compromises between radicals and conservatives; it sought both to foster competition and to abolish it, and in that respect remains still contradictory and impossible.

Upon the passage of the law that which had been looked upon as perfectly proper and as the working of natural competitive forces became illegal and criminal. The railroads generally accepted the law and made an honest effort to observe it. The mercantile community did not—indeed they openly defied it, soliciting rebates unblushingly and threatening with the loss of their tonnage those roads who would not succumb. The Interstate Commission, new to its duties, contented itself with comparatively unimportant decisions and practically did nothing to help those railroads who desired honestly to carry out the provisions of the law; and, as a result, within a year of the passage of the law, it was quite generally disregarded. A few railroad men were fined, a few shippers convicted (and almost immediately pardoned), and the law fell into

disrepute, a condition disgraceful alike to the government, the shippers and the railroads; and especially distasteful to the latter, but exactly what was to be expected.

The result was the passage of the so-called Elkins bill and later of the Hepburn bill, which, while amateurish and in many ways vicious, have effectually stopped the rebate system, a result for which we may all be thankful.

In all the controversies that have led up to this almost complete control of railroad earnings and railroad policies by governmental agencies, the railroads have, as a rule, acted in active opposition. They have not been unanimous—some of us were willing to accept it long before it became a fact, but the majority could see nothing in it but disaster—it is too early to say which was right. Perhaps an earlier acceptance of control would have made the control more lenient; perhaps its earlier acceptance would, on the other hand, have bound the chains more tightly. But the fact remains that while the basic principle of absolute equality as to rates has been accepted by the railroads gladly, and in all good faith, and have also accepted the principle of government regulation, the scars of the conflict remain and a large section of the public still suspects and misjudges us. It is true, of course, that in the rapid development of our business and in the exigencies of a most exacting profession, there have been abuses and lapses, but I am here to maintain that the standards of fair dealing and commercial honesty in our business have been as high as in any other, and I appeal to you who sit around this table to say if it be not so.

But whatever sins may be laid at our door, however much we may have once believed that ours was a private business to be controlled exclusively by its owners, however much we have resented or still resent the interference of the public as manifested in the various governing bodies, it is, after all, the public that is master and we must all recognize it. It is, however, still our privilege to exercise our right as citizens and members of the body politic to use our efforts to guide it. Acknowledging as we must that the

public is all powerful, the question is how may we satisfy our masters and thus mitigate our woes and preserve our properties.

First: We must realize, as I think we all do (after a series of very hard knocks), that the railroads are not strictly private property, but subject to regulation by the public through its regularly constituted authorities; that the government may reduce our earnings and increase our expenses has been sufficiently proved.

Second: To meet this situation we must endeavor to get in touch with public opinion. Perhaps you will smile when I say that for years I have read every article on railroad matters in each of the papers published along our 10,000 miles of road. This is not an easy task for a busy man, but while I have waded through much chaff I am sure it has resulted in some reforms.

Third: The avoidance of action seriously counter to public opinion except for compelling reasons.

Fourth: The disposition to explain these reasons through officers and employees of all grades. Generally the loudest criticisms come from those who are not anxious to know the truth.

Fifth: Efforts to improve service in many cases without hope of reward and for the deliberate purpose of winning public approval, such as better stations, improved heating and lighting devices, better equipment, better terminal facilities, separation of grades, etc.—all with due regard to the rights of those whose money we are spending.

As we do all these things, meet us half way. Encourage the habit of not rushing into abuse. Try to consider the facts and the difficulties—this is for the public interest as well as ours. Oppose unnecessary and restrictive legislation and give us a chance.

Most of our railroads are mere imitations of what a railroad should be, and what it must be to keep abreast of the country, yet even the poorest serves a useful purpose and cannot be spared. An eminent authority has said that five billion dollars would be required to supply the transportation needs of the next decade, and I do not

believe it is an overestimate. Can private capital be found to that amount unless "public sentiment" is willing to assure it of return? A portion of the public is clamoring for facilities involving great additions to expenses; another portion for limitation of earnings; will the investor consent to accept the risks while strictly limited as to his return? Since the public may do as it will with us and since we are necessary to the public, we may properly call attention to the fact that railway investments already pay less than any other line, and to ask what is to be done—really it is quite as much the public's affair as ours.

Is it certain that the mixture of private ownership and public regulation which is now prevalent will succeed? Is it not contrary to all rules of political economy and to all the teachings of history? Starting as a purely private industry it has been appropriated in part, and other parts are apparently to follow. Granting whatever may be claimed for the advantages of regulation by government, do not equity and ordinary commercial decency require that such close restriction and supervision should be accompanied by some guaranty of return?

I have endeavored to sketch briefly what should be the attitude of the railway man as a railway man toward the public. I am sure I voice the sentiment of all managing railroad officers when I say that our great desire is to please the public and to give it the best possible service for the least possible compensation consistent with reason. Discriminations have long since passed away and nobody is better pleased than the railroad man that it is so. There is no desire to escape either responsibility or regulation. We desire to accord only justice, and we ask in return only justice. May I now, as a citizen, appeal to the railway employee, to the members of this association, and to all other good citizens, to resist to the utmost of their powers the encroachment of government on private rights?

Mr. Elbert Hubbard of East Aurora, New York, recently remarked that "when God sent a current of common sense through the universe most of the

reformers wore rubber boots and stood on glass." Our troubles are with this class—well-meaning men who have zeal without knowledge and enthusiasm without sanity; these we may not reach, but the great mass of the solid and substantial citizenship may perhaps be induced to stop and consider whither we are drifting and whether this greatest of all the country's industries is being fairly treated.—*Railroad and Engineering Review*.

Popular Sentiment and Railway Legislation.

BY HON. W. P. HEPBURN.

The question of giving to the Interstate Commerce Commission the power to initiate the proceedings upon which the rate published by the railway may be changed is one that has received much attention at the hands of Congress and its committees, and has not yet met with favor. It has also been suggested that a change in the law should be made so as to enable the commission to postpone at its discretion any protested rate increase until a final hearing and determination by the commission; also such further change as will prevent any carrier from owning stock in another road that might be parallel to, or that might under other statutory provisions than those we have be a competing road.

The Congress hesitated for a long time to give the rate-making power under any circumstances or conditions to the Interstate Commerce Commission. It is contended by some persons that the act of 1887 conferred this power, or at least it was the intention of Congress in that act to confer this power. I was a member of the committee on Interstate and Foreign Commerce of the 49th Congress that enacted the statute to regulate commerce. During the debates that contention was not made. Early in the deliberations of the commission they declared, through the voice of their chairman, that the law conferred no such power. It is difficult to see why that power could be given—why the commission should have the power, upon their own motion, to disturb a rate that none of the vast army of shippers complained of.

Shippers are not apt to remain silent when they are aggrieved, and when they know that the government stands ready to give them relief at the expense on their part of the postage that will transmit their letter of complaint to the commission.

It has been the policy of the law heretofore to allow the railway companies to establish their schedule of rates unhindered until the rate was excessive. It is only excessive rates, unfair rates, that the shipper has the right to complain of, and until that standard has been reached in the belief of the shipper no one has the right to complain. A fair rate is not the subject of complaint, and simple justice requires that the right of the carrier to establish its rate should not be disturbed until injustice has been done. Suppose that the establishment of a new rate can be suspended upon the mere filing of a protest. Evil disposed persons could in that way suspend every rate, and prevent a just and needed advance until the delay and burden and expense of investigation had been met. If at the end of this investigation it should be found that the protest was without basis, there is no remedy, and in the nature of things no practical remedy could be afforded.

If this rule of action should be adopted it would serve as a deterrent to prevent roads from voluntarily lowering rates, because of the fear that they could not be advanced without protest.

In an entirely lawful manner, and under authority granted by the various states that have created railway corporations, many companies have acquired interests in other roads; some of them being extensions; some of them being feeders; others being parallel and serving the same territory. This is objected to because it is said that it stifles competition; that two roads having the same common terminal points that are controlled by the same corporation through the ownership of stock will not be competitors in business. These gentlemen forget that it is the policy of the legislation that we have to destroy competition and not to foster it. The charges made against railway companies of their prac-

tices in their treatment of their patrons are revised and finally established by authority of law. Publicity is given to them in such a way that they cannot be changed without the knowledge of all competitors. These rates and practices cannot be deviated from without notice and without authority. Any attempt to secure business through the competitive methods of giving better rates or preferable service, being known, would at once be met by the rival road. If a company under such circumstances files a new schedule of rates, or of more favorable usages, instantly the rival does the same thing, putting itself upon precisely the same basis, and thus destroying all competitive effort. The law has brought about this condition, and therefore it is a misstatement to talk about competition in our great system of transportation. We have destroyed it. We have done so purposely, substituting government regulation, and government control, as a better and more stable method of securing those advantages to the shippers that in the old time the people sought to secure by encouraging the building of competitive lines. If this is true, where is the public harm to be found in a corporation owning two or more roads that have common termini?

There are some men prominent in railway councils who seem to regard the people and the law-making power as enemies—enemies who are willing to destroy or greatly injure them. These men are woefully mistaken. There are no people of this class who have the power to harm. If the law is obeyed, if equality of rights is given to all the people, if frenzied finance is avoided, if men will be content with moderate gains, confidence in the spirit of justice that animates railway management will be restored, destructive legislation will cease, and amity and accord will take the place of hostile contention.

The mass of the people are directly interested in the well-being of the roads. It would be well-nigh suicidal for the law-making power to indulge in enactments that were unnecessary simply for oppression's sake, and that would cripple the roads in their efforts to produce these

conditions of prosperity. Yet law-makers are like other men. They do not look with favor upon those who deride their authority, and contemptuously refuse obedience to the law they have enacted in efforts to secure the welfare of those whom they must protect. They will demand that the full measure of obedience be rendered to the law we now have.

If this obedience can be had; if the provisions of the statutes as they now exist are in good faith accepted by the carriers; if the interests of the shippers are looked to, as well as the interests of the carriers, there will be no legislation that can be called hostile; there will be no efforts to limit the greatest possible efficiency of the railway corporations of the United States.—*Railway Age-Gazette*.

Pension System for the New York Central Lines.

A plan for a pension system for the employees of the Lake Shore & Michigan Southern, Michigan Central, and the New York Central & Hudson River roads has been decided upon by the management of the New York Central Lines. The extension of the pension plan to the other principal lines of the New York Central system is also under consideration, it was announced, and probably will be decided upon as soon as the directors of the other roads, including the Big Four, the Nickel Plate, the Lake Erie & Western, the Boston & Albany and others hold their meetings. Under the system, as adopted, the employees of each of the three companies will be retired on reaching the age of 70 years. If they have been continuously in the service of the company for at least ten years immediately preceding their retirement they will be entitled to receive a pension amounting to one per cent for each year of continuous service of the average rate of pay received for ten years next preceding the retirement. An employee who has been at least 20 years in continuous service and has become unfit for duty may be retired with a pension, although he has not reached the age of 70 years. The plan will become effective Jan. 1, 1910, and will be administered by a board composed of the

following officials of the New York Central lines: J. Carstensen, New York; A. H. Smith, New York; C. E. Schaff, Chicago; A. H. Harris, New York, all vice-presidents of the New York Central lines; R. H. L'Hommedieu, Detroit, general manager of the Michigan Central; J. F. Deema, New York, general superintendent of motive power, New York Central & Hudson River; D. C. Moon, Cleveland, general manager Lake Shore; and J. Q. Van Winkle, Cincinnati, general manager of the Big Four.—*Railroad and Engineering Review*.

Important Brake Tests.

During the last two weeks important airbrake tests have been in progress on the Lake Shore under the direction of R. B. Kendig, mechanical engineer, and are to be continued on the Pennsylvania. They have been made under the observation of experts of the Westinghouse Air Brake Company and representatives of other railroads.

The results obtained are to be given in a report to be made by the Committee on Airbrake and Train Signal Equipment to the Master Car Builders' Association at its next annual convention to be held at Atlantic City next June. No publicity will in the meantime be made.

The purpose of the tests is to determine the efficiency of passenger airbrake equipment, used on heavy cars run at high speed, and with a high percentage of braking power. The Lake Shore has a special test track of 15 miles so that it was possible to carry on the experiment without interfering with regular traffic, and the same facility is afforded on the Pennsylvania at Toledo.

In making the tests a train of ten heavy passenger coaches is used, the platforms being loaded with pig iron to secure added weight equivalent to that of buffet and dining cars. Each car is equipped with an indicator connected with the brake cylinder, a car record being thus obtained of the pressure on the cylinder at each stop. Brake application is made automatically when the speed of the train has attained approximately 80 miles an hour. Some all-steel

cars are in the test train. Careful watch is kept for "slid wheels."—*Railway World*.

The Station Call.

A conductor and a brakeman on a Montana railway differ as to the proper pronunciation of the name Eureka. Passengers are often startled upon arrival at this station to hear the conductor yell, "You're a liar! You're a liar!" And then from the brakeman at the other end of the car, "You really are! You really are!"—*Railway Age-Gazette*.

Statistics of Injuries to Railway Employees in New York.

In 21 months, 7714 of the 63,500 employees of the railroads in New York City were injured, according to the report made by the secretary of the public service commission to the commission on employers' liability. This would mean that on an average each employee will be injured once in every eight years of service.—*Railway and Engineering Review*.

Appointment of Operating Officers.

MR. H. J. SLIFER, general manager and assistant to* president of the Panama Railroad at Colon, Panama, has resigned.

THE office of W. A. Gore, superintendent of the third division of the Seaboard Air Line, has been transferred from Monroe, N. C., to Atlanta, Ga.

MR. K. M. NICOLE, assistant superintendent of the Lake Superior division of the Northern Pacific at Duluth, Minn., has been appointed superintendent, with office at Duluth, succeeding G. T. Ross, deceased.

MR. J. H. ABRAMS, assistant superintendent of the Denver & Rio Grande at Pueblo, Colo., has been appointed a superintendent of the Colorado & Southern, with office at Trinidad, Colo., succeeding J. D. Stack, resigned to accept service elsewhere.

MR. C. S. MAHARG, superintendent of the Canadian Pacific at Medicine Hat, Alb., has been transferred to Calgary, Alb., succeeding J. Niblock, superin-

tendent of the Calgary division, retired. J. G. Taylor, superintendent at Moose Jaw, Sask., succeeds Mr. Maharg, with office at Medicine Hat, and W. J. Uren, superintendent at Brandon, Man., succeeds Mr. Taylor, with office at Moose Jaw.

MR. E. H. BARRETT, superintendent of the Chicago, Milwaukee & Puget Sound at Missoula, Mont., has been appointed assistant general superintendent, with office at Butte, Mont. He will have jurisdiction over the Trans-Mississippi, Mussel Shell, Rocky Mountain and Missoula divisions. C. H. Marshall, superintendent of the Columbia division, with office at Malden, Wash., succeeds Mr. Barrett, and A. H. Moll, trainmaster at Malden, succeeds Mr. Marshall.

MR. W. H. STRACHAN, superintendent of the Minnesota & International at Brainerd, Minn., having resigned to become assistant superintendent of the Lake Superior division of the Northern Pacific at Duluth, Minn., that office is now abolished, and all reports previously made to him will be in future made to the general manager. George H. Warner, chief dispatcher, has been promoted to the new position of trainmaster, and E. L. Orth has been promoted to chief dispatcher.

MR. J. D. BRENNAN, assistant superintendent of the Southern Pacific at Bakersfield, Cal., has been appointed assistant superintendent of the Western division, with office at Stockton, Cal. He will have jurisdiction over maintenance and operation of all lines of the Western division east and south of Tracy, including Tracy yard. J. A. Metcalf, assistant division superintendent at Tucson, Ariz., succeeds Mr. Brennan, and G. L. Hickey, trainmaster at Yuma, Ariz., succeeds Mr. Metcalf. A. F. Bowles, assistant division superintendent at Sacramento, Cal., has been transferred to Los Angeles, Cal., and J. D. Stack, division superintendent of the Colorado & Southern at Trinidad, Colo., succeeds Mr. Bowles.

The Denver & Rio Grande R. R. has acceded to the demands of its black-

smiths, machinists and boilermakers, and an increase in pay of 3 cents per hour was granted, effective Nov. 1. The men will be paid on their next pay day for November according to the new schedule. The helpers are the only people with whom an agreement has not been made, and officials are in conference with them. — *Railway and Engineering Review*.

Mechanical.

MR. T. W. JACKMAN has been appointed master mechanic of the Montana division of the Oregon Short Line at Pocatello, Idaho, vice Mr. Henry Carrick, who has retired on a pension.

MR. G. N. MOWERY has been appointed assistant master mechanic of the Auburn division of the Lehigh Valley, with headquarters at Auburn, N. Y.

MR. C. SASSER has been appointed master mechanic of the Southern Railway at Charleston, S. C., vice Mr. G. N. Howson, transferred.

MR. J. D. SCOTT has been appointed locomotive foreman of the Grand Trunk Railway at Brockville, Ont., vice Mr. W. H. Walker, resigned.

MR. GEORGE H. SMELTZER has been given the title of superintendent of locomotive and car shops on the Philadelphia & Reading at Reading, Pa.

MR. DANIEL H. DEETER, formerly master mechanic of the Philadelphia & Reading, at Reading, Pa., has been appointed general master mechanic of that road, with headquarters at Reading, Pa. The position is a new one.

MR. M. G. BROWN has been appointed master mechanic of the Gulf & Ship Island, with office at Gulfport, Miss., vice Mr. H. H. Hale, resigned.

MR. J. J. CONNORS has been appointed acting general foreman of the Houston & Texas Central, with office at Ennis, Tex., vice Mr. J. F. Murphy, deceased.

MR. G. N. HOWSON, master mechanic of the Southern Railway at Alexandria, Va., has been transferred to Princeton, Ind., vice Mr. C. M. Hoffman, resigned.

MR. W. J. O'NEIL, formerly general foreman on the Rock Island & Gulf at

Shawnee, Okla., has been appointed master mechanic on the same road at Fort Worth, Tex., vice Mr. P. J. Colligan, promoted.

MR. P. J. COLLIGAN, master mechanic of the Rock Island & Gulf at Fort Worth, has been promoted to division master mechanic at Dalhart, with jurisdiction over three branches of the Rock Island system.

MR. T. YOUNG, heretofore locomotive foreman of the Grand Trunk Pacific Railway at Biggar, Sask., has been appointed traveling engineer, with headquarters at Biggar, Sask.

MR. J. R. FEGAN, formerly shop foreman of the Chicago & Northwestern at Missouri Valley, Ia., has been appointed superintendent of motive power of the Boise, Nampa & Owyhee Railway at Nampa, Idaho.

MR. W. BOUGHTON, heretofore master mechanic on the Pere Marquette Railroad at Saginaw, Mich., has been appointed general master mechanic in charge of locomotive and car department of the same road, with office at Detroit, Mich., vice Mr. W. L. Kellogg, resigned.

MR. W. L. KELLOGG, formerly superintendent of motive power and car department of the Pere Marquette Railroad at Detroit, Mich., has been appointed superintendent of motive power in charge of locomotive and car departments of the Cincinnati, Hamilton & Dayton, with office at Lima, O.

MR. P. MAHER has been appointed superintendent of motive power and equipment of the Minneapolis & St. Louis Railroad in addition to his duties as superintendent of motive power of the Chicago & Alton, with office at Bloomington, Ill.

MR. W. M. PERRINE has been appointed master mechanic of the New Jersey Central and of the Lehigh & Susquehanna divisions of the Central Railroad of New Jersey, at Jersey City, N. J.

MR. H. H. HALE, who recently resigned as master mechanic of the Gulf & Ship Island, has been appointed a master mechanic of the Cincinnati, Hamilton & Dayton, with office at Lima, O.

The Journal

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CHARLES H. SALMONS, - Editor and Manager

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No reading space will be sold for advertising purposes under any circumstances.

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Address all money matters to W. B. PRENTER, F. G. E., 306 Society for Savings Building. Send New York or Chicago draft, Express money order or Postal order; never send personal check.

Roster of Membership.

Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Statutes. Also all orders for Subdivision supplies.

Advertising Department.

All correspondence relating to advertising in this JOURNAL should be addressed to W. N. GATES, 409 Garfield Building, Cleveland, O.



DECEMBER, 1909.

Greetings.

This is the Christmas month when a day is set aside as a festal day because of good tidings that give hope to all mankind. No festival, civil or religious, equals it in its hold upon popular sympathy. The children in their purity, sweetness and happiness, have the larger place in our lives at all times, and particularly at this Christmas season; but we should be broad enough in our love and sympathy to include the middle-aged and particularly the old, who are too many times thoughtlessly neglected. We should remember, as one of our great men has said, "That as we grow older and the shadows begin to lengthen, and the leaves which seemed so thick in youth above our heads grow thin and show the sky beyond, and as those in the ranks in front drop away and we come in sight of the eternal rifle pits ahead, a man begins to feel that among the really precious things of life, more lasting and more substantial than many of the objects of ambition here, is the love of those he loves and friendships of those

whose friendship he prizes;" and while the thought of the children naturally comes first, we should remember that those at the other end of life are as appreciative of demonstrations of love and affection. A little thought and a little kindness is often worth more than any other gift.

We should be actuated by charity in all things, and even in our gifts in our efforts to relieve want, sympathy is essential if we are to give in the spirit to do good and leave the lasting impression we desire.

Mahomet said, "Every good act is charity; your smiling in your brother's face is charity; an exhortation of your fellowman to virtuous deeds is equal to alms giving, and you are removing the stones and thorns from the pathway of humanity."

In our great family of the B. of L. E. we have greater opportunities for good than most of us realize. Our institution is built upon the foundation of faith, cemented with charity—faith that each will perform his obligated duty; that duty judged by the standard of right, tempered with charity.

There are those of our members who say they desire peace, but who fix their own personal standard of peace ethics, and expect all others to conform to it, but if we are to have peace in our Subdivisions or in our homes we must bring ourselves to a standard of right, wherein we can recognize the true law of peace; in all essentials, unity; in non-essentials, liberty; in all things, charity, and that we may get nearer to this mental and moral condition individually and collectively, our families should get in better social touch. We ought to begin now and in each locality do that which will bring the families together in a social way, that each may get acquainted with the other and learn to feel an individual interest, and create a sympathetic tie with all those who are banded together for a common good.

John Morley said, "It is of little use to put your heads together if you cannot put your hearts together."

A feeling of common interest, which is sure to come with pleasant social rela-

tions, is an essential cohesive element necessary to make our organization the power for good we expect of it. There can be no largely divided sentiment on essentials if we are to succeed in gaining the goal of good for which we are banded together. If our obligation does not mean that we will do as we would be done by, and fellowship and charity are wanting, we have no right to be disappointed with what is accomplished; and we hope that this spirit of true fellowship will so actuate all who are associated with us that there may not be one among us who suffers mentally or physically that is not found out and that charity and kindness extended which will give them joy and new hope, and engender a fixed appreciation of the good through the B. of L. E.

So, let us remember to do some generous, gracious thing for some one or many during the coming festal-period; get the habit, and learn how much it adds to our own pleasure.

The editor extends heartiest Christmas greetings and good wishes to all the readers of the JOURNAL, with a hope that there will be no home in which some degree of happiness does not enter on Christmas day.

Official Changes.

All Subdivisions will elect officers in December as per Section 3 of the Statutes. Their term of office to commence with the first meeting in January, 1910. Heretofore there has always been an astonishing laxity in sending the names and addresses of the new officers to the Grand Office. The Division addresses are of little use unless they are correct, and they cannot be made correct only by correspondence from the Subdivisions, and these matters should be sent in immediately after election, as soon as it is known who are to occupy the various offices. The delegates' list is also very important to every Subdivision who elects one. The list is constantly used at the convention for the purpose of choosing committees and special duties, and it is a reflection upon the delegate if his name does not appear in it, and looks as though there

was a purpose behind a failure to send it in. Let us hope that this time every Subdivision will be prompt in sending in the names and addresses of its newly elected officers so we can do satisfactory work at the Grand Office.

Reasonable Consideration.

Under the heading of Railroad Gleanings will be found two addresses well worth reading. They are the culmination of deep thought after encountering serious difficulties and criticism justified and unjustified. Mr. Ripley, president of the Santa Fe, puts the railroad managers' view in a straightforward and convincing manner, and Mr. Hepburn, father of the Hepburn Bill restricting the powers of railroad managers, puts the other side, not in a belligerent manner, but deals with cause and effect, and both show conclusively how detrimental adverse legislation which runs to lines of oppression may be to all classes.

No class can be so vitally effected by this class of legislation as the railroad operators, and still we have among our members those who oppose any effort on the part of engineers to help mold a just public sentiment and secure a live and let live policy in our national and state legislatures; and yet, every man must concede that the interests of the employer and employee are nearer together in this respect than any other, and we unhesitatingly express the hope that our whole membership will come to feel that as we approach the legislative season and unreasonable limits to operative privilege are proposed in state or national legislative halls, they will feel that their interests are involved and enter their protest and prevent that which may stand as a stumbling-block in the way of their own progress.

Links.

THERE will be a quarterly meeting held under the auspices of the South Baltimore Div. 97, at their hall, No. 125 E. Montgomery street, Baltimore, Md., on Sunday and Monday, January 23 and 24, 1910, inviting all Brotherhood men to attend. By order of the Division.

S. E. LA BARRER, F. A. E.

SUBDIVISION 787 will organize at Cresson, Pa., on December 26, and expect to have morning and afternoon sessions, with luncheon served at noon, and we invite all Brothers and their wives to be with us, the Brothers on the Pennsylvania Lines East in particular. We are on the summit of the Alleghanies, Cresson Division of the Pennsylvania Railway, have high notions about our new Subdivision, and want you with us to give us a good start in life.

We will have 30 to 35 charter members, 25 transferred from Div. 287, which has stood sponsor for the Subdivisions at Conemaugh, Bellwood, Tyrone, Huntingdon, Altoona, and now the sixth at Cresson, and we hope this will not be the last we may stand sponsor for.

Fraternally yours,

J. W. FLUKE, C. E. Div. 287.

BRO. GEO. G. MASON, Chief of Div. 660, has been appointed road foreman of engines on the Salt Lake division of the San Pedro, Los Angeles & Salt Lake road, with headquarters at Milford, Utah.

F. A. E. Div. 660.

BRO. THOMAS L. CARREW, F. A. E. Div. 338, has been appointed road foreman of engines for the Saginaw, Mackinaw, and Grand Rapids divisions of the Michigan Central Railroad, appointment taking effect Nov. 1, 1909, with headquarters at Bay City, Mich.

F. E. AYERS, Div. 338.

BRO. W. O. BIRNETT, of Subdivision 227, Watertown, N. Y., has been appointed road foreman of engines on St. Lawrence Division of N. Y. C. & H. R. R. R., with headquarters at Watertown, N. Y. Brother Birnett, by his faithful attention to his duties as an engineer, has proven to the officials of this company that he is capable of handling a more responsible position, therefore he was appointed to the important position of road foreman of engines. The members of Subdivision 227 regret very much to lose Brother Birnett as F. E., but feel greatly honored that one of their number has received the well-merited promotion, and we wish him success in his new position.

E. WILLIAMS, Div. 227.

EFFECTIVE November 1, Bro. W. M. Gaines was appointed road foreman of engines on the St. Louis-Louisville Lines of the Southern Railway.

Brother Gaines was employed as fireman on the Richmond & Danville Railroad (now Southern Railway) in 1891, promoted to engineer in 1895, and was promoted to road foreman of engines on his home division in 1903, serving in this capacity until 1908, when on account of depression in business or "panic" the Southern Railway Company abolished the position of all division road foremen of



BRO. W. M. GAINES, DIV. 696.

engines, and Brother Gaines returned to active service as engineer.

Brother Gaines was chairman of L. C. of A. from 1898 to 1903, when he was originally appointed road foreman, which duty he performed with credit to himself and the entire satisfaction of his Division; also represented his Division as delegate to the Norfolk Convention in 1902.

Brother Gaines has always been a conscientious worker in the interests of the B. of L. E., and while we are glad to see him promoted, it is with sincere regret we see him leave us.

We voice the sentiment of all the men on the division when we state the continuous association of 18 years has made

all with whom he came in contact, in whatever capacity, his loyal friends; and we all join in wishing our "Bill" every success in his new field, and continued prosperity through life.

H. P. WOOTTEN, Div. 696.

DURING the recent celebration of the 300th anniversary Hudson-Fulton steam navigation, which lasted from Sept. 28 to Oct. 8, 1909, Bro. James C. Armstrong, member of Div. 59, Mayor of Hudson, N. Y., as a representative of one of the old settlements, and named after Hudson, rode in the procession with the Governor and other notables of the State. Bro. Armstrong is seated in the rear aside of the Governor.

Fraternally yours,
W. HUGHES, F. A. E. 59.

THE second semi-annual "system" meeting of the M. C. R. R. was held Sunday, Oct. 24, 1909, at Div. 2's rooms in Webb Block Hall, Jackson.

We had with us Bro. W. S. Stone, G. C. E., and many visiting Brothers from Detroit, St. Thomas, Michigan City, Chicago and Bay City.

The meeting was called to order by Chief Engineer A. D. Austin, who called upon Rev. Geo. Diamond for the invocation, and then called upon Bro. T. F. Conklin, chairman of the committee of arrangements, to take charge of the meeting. Brother Conklin stated the meeting was the second in a series of semi-annual "system" meetings, the first occurring in Detroit six months since, created for the purpose of discussing points of interest, and upon this occasion the subject "Co-operation" between all classes of railway employees.

He then read letters of regret from Mr. R. H. L'Hommiedieu, general manager of the M. C. system, also General Superintendent S. W. Brown and Assistant General Superintendent M. B. Snow.

Accompanying Mr. Snow's regrets was his speech prepared for the occasion, which was to the point and very interesting.

Mr. M. T. Wright, division superintendent at Jackson, Mich., gave a masterful address on "Co-operation," which was heartily applauded. Bro. Grand Chief Stone being called upon, spoke as only

he can on the betterment of conditions of the Brothers, and made a very profound impression. He began by saying he was always glad to come to Jackson, as he always thought of the men on the M. C. R. R. and their employers as one happy family, and expressed the wish that he would see the day that all the roads in the United States would exist under the



BRO. ARMSTRONG, MAYOR OF HUDSON, AND THE GOVERNOR, IN THE HUDSON-FULTON PARADE.

same conditions. He spoke very kindly of the union meetings held on the system, and said he would always attend when it was possible for him to be there.

Mr. Geo. Parks, division master mechanic, spoke along the lines of economy, and made a very strong plea to the men to do their work economically and by so doing would be one of the best ways of co-operating with the mechanical department.

Bro. F. A. Keasey read a paper on co-operation from an engineer's standpoint.

Mr. Geo. Hopper of Detroit (for many years paymaster of the system) spoke on railroading in the early days. He spoke of the days of the old scrap rail up to the present time, and was listened to with rapt attention. Mr. Hopper has been with the M. C. since 1849, and with sorrow we learned he is to retire Nov. 1, 1909. We hope Mr. Hopper may be able to attend many more of our meetings.

Bro. E. R. Webb, division master mechanic at Michigan City, Ind., spoke on getting at the best side of life, which was very instructive and interesting.

Bro. John Bean of Bay City, chairman of the Michigan Central G. C. of A., gave a very instructive address on co-operation from the standpoint of a committee man. He was very heartily applauded.

Remarks were also made by Bro. W.

H. Corbett, road foreman of engines, Rev. Geo. Diamond, Bro. J. F. Jennings, road foreman of engines, and Bro. W. H. Kent, C. E. of Div. 1.

After partaking of a most bountiful and delicious buffet lunch, such a one as only Bro. Frank McDevitt and his corps of assistants could prepare, the evening was devoted to visiting and renewing old acquaintances, after which the members and guests separated, each declaring the meeting a decided success.

FRANK E. RILEY, Sec. of Meeting.

SUBDIVISION 703, Teague, Tex., recently held their first annual picnic, which proved a grand success. Our railroad officials rendered us great assistance, and showed their good will by giving us an engine and five coaches for the occasion, we to pay the actual cost of running the train the 286 miles, which amounted to \$99.23, for which we feel very thankful. Everybody that was needed to run the train volunteered his services, including Bro. L. W. McKee, B. of L. F. & E., who fired the engine. We collected over \$500, which left us a nice sum for our Division purposes. I enclose clipping from our local paper which tells of the pleasure of the occasion better than I can. Fraternally, J. B. DUFF, Chv.

Com. of Arrangements.

"As per advertised schedule, the picnic train left the Teague depot at 6 o'clock, filled with excursionists for Richards, to

attend the first annual picnic of Teague Div. 703 of the B. of L. E. Before starting from Teague, however, the train had made a run up to Coolidge and took on quite a crowd from there and Mexia. At every station between here and Richards large crowds were added to the excursion until there was not standing room left in the long train of cars. Aside from those who went from the various places along the road, the neighborhood of Richards turned out in great numbers and the crowd present was conservatively estimated at 3,000. The Coolidge Band furnished excellent music on the way down and at intervals throughout the day.

"Arriving at the picnic grounds about 10 o'clock the people found themselves in a "Garden of Eden," as it were. Beautiful and picturesque were the grounds—just the very place for a day's outing, and it seemed that everybody went there with his mind made up for a day of real pleasure, for there was not one who did not enjoy every minute of the day. There was not an accident during the day to mar the pleasures of the great crowds. The behavior was excellent, no drinking or a disturbance of any kind.

"A large dancing pavilion had been constructed and under the management of Engineer Red Phillips, the lovers of the dance were given every opportunity for a day of pleasure, and the large floor was constantly filled with dancers up until the departure for home.

"It was 9 o'clock p. m. when the excursion train started for home, arriving in Teague about 1 o'clock with its load



FIRST ANNUAL PICNIC OF SUBDIVISION NO. 703, TEAGUE, TEX.

of tired and wornout excursionists, but everyone profuse in his expression of delight with the day's outing.

"The committee on arrangement, Engineers J. B. Duff, W. H. Robinson and Ed Carleton, had spared no expense or effort in arranging for the day's pleasure and the unanimous verdict was that they had "pulled off" a big success and everybody was singing their praise as picnic managers."

LETHBRIDGE, Alberta, Can., has been quite lively of late.

Bro. Geo. North, member of Div. 750, was recently appointed road foreman of engines, with headquarters at Lethbridge, Alberta, Can. The members of Div. 750 wish him every success in his new field of labor.

Bro. F. G. James, C. E. of Div. 750, was married at Toronto, Ont., on Sept. 3, 1909, and the members of Div. 750 extend him and his estimable wife a hearty greeting and best wishes for their future happiness.

Sister Mains of Toronto, Second Grand Vice-President G. I. A., came to Lethbridge on September 13 and was met at the station by Brother Stark and conducted to the home of Bro. H. H. Gay and the organization of Crows Nest, Division G. I. A. to Div. 750, and after the meeting the Brothers and Sisters were given a great treat by Brother Hobkirk, train master, who gave them a ride over the new viaduct in an observation car, and we all appreciate the courtesy.

The same evening the Brothers entertained the Sisters at a banquet and dance at Caledonian Hall, which was enjoyed by all, and made the organization of the new Division a memorable event.

J. M. STARK, P. C. 750.

A GRAND ball and banquet was given by members of the B. of L. E. in St. Thomas, Ont., Can., on Wednesday evening, November 17, at the dedication of their new building noted in the November JOURNAL, of which we glean the following from the *St. Thomas Times* and *Southern County Journal*, St. Thomas:

"Not since the grand ball in the then new M. C. R. depot, about 24 years ago, has there been such a huge function as the engineers' assembly in the B. of L. E. hall Wednesday evening. Between 700 and 800 people were present, and the capacity of the vast ball-room was taxed to accommodate the dancers, while the big lodge room upstairs was filled with card players.

"St. Thomas citizens demonstrated their appreciation of the pluck and perseverance of the Locomotive Engineers' Co., Limited, by responding generally to the invitation. The railroad men did the rest, and the function was a brilliant affair, rivaling anything of the sort in the history of the city.

"The opening banquet, the first of the social functions in connection with the formal opening, was held in the banquet hall, and proved a success perhaps even beyond the expectations of its promoters and those who participated. Three rows of tables were arranged from one end of the hall to the other, prettily decorated with cut flowers and plants and tastefully, temptingly set with an abundance of good things prepared by the ladies of Queen Alexandra Division of the G. I. A., until they more than 'groaned' with the load thereof. The large and lofty hall with its white walls and ceilings lit by numerous chandeliers and rows of electric lights, the prettily arranged table with the 200 or more 'fair women and brave men' seated thereat, attired in handsome gowns or suits of sombre black, made a very pretty picture. The platform at the side of the hall was decorated with three large flags, two British and one American.

"Leonard D. Gillett presided and was in a happy vein and carried out the evening's entertainment in a manner that added to the pleasure of all.

"It was 10 o'clock before supper was concluded and Chairman Gillett rose to propose the first toast of the evening, 'The King,' which was received by the singing of the national anthem.

"The Dominion of Canada' was then proposed, the company singing 'The Maple Leaf Forever.'

"Letters of regret at their inability to be present and of congratulations to the engineers and citizens on securing such a magnificent building, were read from D. R. McBain, assistant superintendent of power of the New York Central Lines; Henry Shearer, division superintendent M. C. R.; W. Broughman, superintendent of power of the Pere Marquette; Ash Kennedy, Assistant Grand Engineer of the Brotherhood; Mr. and Mrs. H. H. Adams of Hamilton, and W. P. Corbett of Detroit, an old St. Thomas engineer.

"The after dinner portion of the program was exceedingly enjoyable.

"T. W. Crothers, M. P., made an able and eloquent response to the toast 'Canada's Great Future,' and concluded by congratulating the Order on its success and on the completion of the handsome new building.

"Miss Wilson sang very sweetly 'Dear Old Scotland,' and was liberally applauded.

"The toast 'The Civic Interest,' after singing 'They Are Jolly Good Fellows,' was responded to by Mayor Geddes and Mr. M. G. Hay, President of the Board of Trade.

"Mayor Geddes said that he was pleased to hear the audience sing 'They Are Jolly Good Fellows' even if it was after a desperate effort. If he believed what the press said of him he was a very bad fellow, but he tried to be as good as he could. He congratulated not only the engineers but citizens upon the possession of such a magnificent building with such a beautiful banqueting hall. In closing his remarks he congratulated the locomotive engineers on the magnificent building, all the trades employed in its construction, and the ladies who had provided the sumptuous banquet, and he wished all who were connected with the building long life and happiness.

"M. G. Hay, President of the Board of Trade, said that he thought the Board of Trade was a dead institution, the locomotive engineers were a live one, and carried all their enterprises to a successful execution. There was no better class of men than the railroad men, and the engineers were the cream. If the capitalists of the city had half the courage of the engineers and unloosened their purse strings, what a prosperous city we would have. He complimented the ladies and concluded by returning his thanks and hoping that good speed would follow all their efforts.

"A duet by the Misses Williamson was warmly received.

"Other speeches were made by Master Mechanic Flynn, C. Montgomery, master mechanic Pere Marquette Railway. Mr. M. J. Andrews was called upon to take the place of D. R. McBain. He told some amusing stories and in closing congratulated Mr. Worden and his committee for the success they had attained, and the ladies upon the successful banquet served.

"Mr. Dore of Hamilton gave an excellent imitation of Harry Lauder's rendition of 'Tobermory' and in response to an enthusiastic encore sang 'When Grandma was a Girl.'

"The toast 'The Locomotive Engineers' Company, Limited,' was responded to by Joseph Worden, president of the company, was called upon and as he rose a large life-size cartoon of himself was unfurled. He was dressed in his blue jeans, pipe in mouth, and with pencil and book in hand was asking someone to 'buy some stock.' Mr. Worden expressed his pleasure at the success of the building. He was glad it was not as an alderman, noted for his wit, had said, that before the building was completed it would be like the Tower of

Babel, would tumble and all would be speaking different tongues. He was glad that the beautiful building had been completed and all were speaking the one tongue. He welcomed all to the handsome building and referring to the tablet presented by D. R. McBain he said: 'There are the names of the men to whose efforts the success achieved is due.' He gave a history of the causes which led to the beginning of operations, and specially mentioned John Collinson, vice-president, and Charles Wilson, secretary, for their efforts in organizing the company and disposing of the stock. He wished to thank A. E. Ponsford for gift of the date stone on the building, to D. R. McBain for the bronze tablet in the hall, to Master Mechanic W. H. Flynn for pictures for the decoration of the lodge room, and to Architect Neil R. Darrach for the many favors extended to them. The building, with site, Mr. Worden said, cost \$40,000.

"Master James Finlay sang 'In the Shadow of the Old Carolina Hills' in a manner that delighted his hearers."

"The toast 'Our Sister Organizations' was responded to by Mr. H. T. Gough, representing the Masonic order. Mr. J. A. Killingsworth responded for the Locomotive Firemen, and complimented the engineers upon their magnificent home. He then referred to the different labor organizations, who he said were not agitators but educators. If there were two organizations which should stand shoulder to shoulder it was the firemen and engineers. By so doing they would secure what were their just rights and dues. In conclusion he paid a high tribute to the ladies of the Auxiliary of the B. of L. E., and the good work they were doing for the Order.

"Miss Nellie Arnum, who possesses a very sweet voice, rendered a selection in a very pleasing manner.

"Ald. Frank Brinkman responded for the Order of Railway Conductors, and expressed his pleasure at being present, and said that all should put their shoulder to the wheel and make the enterprise of the Locomotive Engineers a financial success.

"I. Masterman responded to the toast of the Trainmen and congratulated the engineers not only on the building but on the hall provided for the use of all railway organizations. The labor organizations were the greatest factor for the benefit of mankind and he urged all to stick to their organizations.

"Dr. Guest was called on for a two-minute speech and expressed his delight at being present with the excellent banquet and the entertainment provided. St. Thomas was fond of being called the Railway City, proud of our railway interests and our railway men, and of the

magnificent building heated by a municipally owned plant.

"Ald. Roche said it would be a good thing if such gatherings were held more frequently, as we would get better acquainted and understand each other better.

"Miss Williamson and Mr. Featherstone sang a duet in a manner fitting the ending of so delightful a function and the party separated after singing 'Auld Lang Syne' and the National Anthem.

"The grand march opened the grand ball with over 300 couples in line. The march was led by J. J. Worden, president of the Locomotive Engineers' Co., Limited, and his daughter, Miss Worden. The scene was a vivid and lively one, handsome gowns lending a dash of color to the exquisite white room with its hundreds of soft white lights. Dancing was continued until 5 o'clock in the morning; the crowd thinned somewhat at midnight and the crush in the ballroom was partly relieved. An energetic floor committee looked after the wall flowers, urged bashful bachelors and introduced everybody. The floor was in as good condition as a new floor could be put, and the music by 10 pieces of the original London Harpers, under the leadership of Mr. Cortese, was entrancing.

"Sitting-out rooms had been cosily furnished, and smokers for the men arranged in the apartments opening off the second corridor. Those who did not dance 'sat-out' and watched the kaleidoscopic ballroom scene.

"The arrangement committee convened by J. J. Worden had performed their work perfectly, in the most minute details. Nothing was lacking that could possibly conduce to the pleasure of the guests and the apartments had a spick and spanness due to their energetic and enthusiastic preparations for days previous. The reception and door committees were 'on the job' every minute of the evening and every guest was greeted with a warmth that could not fail to enthruse. The floor committee shared honors with the popular chairman, A. Arnum, in directing the dances and making the guests feel at home. They were perhaps the hardest worked individuals of the engineers' body. With marvelous tact, they kept the crowd 'mixed' and happy. Cotillions and lancers were performed with a dash and whirl that bewildered the onlookers. 'Couples wanted' were always forthcoming, the floor committee men pairing the guests with lively introductions."

The JOURNAL congratulates the Brothers of St. Thomas on their grand success, which can only be gained by the undivided interest and energetic effort they have put forth.—EDITOR.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Subdivision to at least once in six months make their whereabouts known to the Subdivisions, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Subdivisions will correspond with the F. A. E. of their Subdivisions immediately:

Subdivision.

- 10—J. J. Creagan.
- 110—R. H. Harrison, O. W. Hooper.
- 398—H. C. Arnold.
- 576—C. E. Kalat, F. R. Brouner, W. L. Nott, A. R. Johnson, T. W. Cole, W. Perrin, Henry Buckley, James Lynch, John Lee, John Williams, D. Ostgaard, J. E. Pears, J. A. Shortill, G. F. Shaw, Geo. L. Gross.

Information is wanted of the whereabouts of John W. Elrick, last known employed as engineer on the Pittsburgh division of the B. & O. Ry. Please address Mrs. W. H. Deal, Clairton, Allegheny county, Pa.

Anyone knowing the whereabouts of Bro. M. J. Sheahan, who when last heard from was in Seattle, Wash., will please notify Bro. S. E. Ord, F. A. E. of Subdivision 212, Big Springs, Tex., and Mrs. M. J. Sheahan, his wife, Marshall, Tex.

Information wanted regarding Carl J. Orin, nicknamed "Orie," who formerly worked for Interstate Ice Co., Kansas City, but left their employ about January, 1909, and is now missing. Any knowledge regarding his whereabouts, dead or alive, will be appreciated by his distracted mother, Mrs. Sarah T. Orin, 213 East Maple street, Des Moines, Ia.

Wanted, knowledge of David W. Miller, originally from Pennsylvania, an engineer in Alabama for some years, said to have been employed on the Iron Mountain & Southern and Canal Zone. Any information will be greatly appreciated by his son, H. C. Miller, R. F. D. No. 3, Box 2, Bessemer, Ala.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Bloomington, Ill., Nov. 4, cancer of the stomach, Bro. P. Rafferty, member of Div. 19.

Terre Haute, Ind., Oct. 20, engine turning over, Bro. Louis H. Burgess, member of Div. 25.

Cleveland, O., Nov. 10, Bright's disease, Bro. C. H. Starrett, member of Div. 31.

Newark, O., Sept. 28, apoplexy, Bro. Philip Ginther, member of Div. 36.

Newark, O., Sept. 23, cancer, Bro. Geo. W. Snook, member of Div. 36.

Elmira, N. Y., Oct. 15, apoplexy, Bro. Wm. H. Terry, member of Div. 41.

Philadelphia, Pa., Oct. 24, congestion of the lungs, Bro. Geo. S. Glisson, member of Div. 45.

Philadelphia, Pa., Oct. 18, cancer of the stomach, Bro. Peter F. Burns, member of Div. 45.

Trenton, N. J., Nov. 6, collision, Bro. John Spille, member of Div. 58.

Perth Amboy, N. J., Nov. 6, collision, Bro. John Monroe, member of Div. 53.

Jersey City, N. J., Oct. 23, Bright's disease, Bro. Chas. Nainley, member of Div. 53.

Oneonta, N. Y., Oct. 29, heart trouble, Bro. M. N. Terrell, member of Div. 58.

Rensselaer, N. Y., Nov. 10, appendicitis, Bro. Wm. J. Webb, member of Div. 59.

Somerville, Mass., Oct. 27, typhoid fever, Bro. James C. Wyer, member of Div. 61.

Louisville, Ky., Oct. 23, paresis, Bro. T. D. McCauliffe, member of Div. 78.

Columbia, Pa., Nov. 2, Bro. A. J. Keach, member of Div. 104.

Haddenfield, N. J., Oct. 25, apoplexy, Bro. Humphrey P. McMichel, member of Div. 109.

St. Louis, Mo., Oct. 6, engine turned over, Bro. H. Hart, member of Div. 123.

Nashville, Tenn., Sept. 15, collision, Bro. Jess Tarkington, member of Div. 129.

High Bridge, N. Y., Nov. 1, spinal meningitis, Bro. Geo. N. Higgins, member of Div. 145.

Ensley, Ala., Nov. 2, gun shot, Bro. Robert Kellar, member of Div. 156.

Kansas City, Mo., Sept. 20, suicide by shooting, Bro. Wm. Jacobia, member of Div. 164.

Cleveland, O., Oct. 11, Bright's disease, Bro. F. C. Thomas, member of Div. 170.

Oil City, Pa., Nov. 10, crushed by engine, Bro. Peter Crahan, member of Div. 173.

Middletown, O., Oct. 24, boiler explosion, Bro. Chas. Wikoff, member of Div. 175.

Baraboo, Wis., Nov. 3, appendicitis, Bro. Claude Gollmar, member of Div. 176.

Omaha, Neb., Oct. 19, run over by cars, Bro. Wm. Clauson, member of Div. 183.

Fitchburg, Mass., Nov. 3, heart failure, Mrs. Chas. E. Mason, wife of Bro. Chas. E. Mason, member of Div. 191.

Downey, Cal., Mrs. Melvina Stout, aged 92, mother of Brothers J. Stout, Div. 182, J. C. Stout, Div. 366, and J. F. Stout, of Div. 197.

Springfield, O., Oct. 24, boiler explosion, Bro. Oscar C. Pease, member of Div. 206.

Lafayette, Ind., Oct. 28, anemia, Bro. S. W. Hadlock, member of Div. 248.

Elkhart, Ind., Oct. 17, pulmonary hemorrhage, Bro. N. J. Bowers, member of Div. 248.

Elkhart, Ind., Oct. 27, pneumonia, Bro. C. E. Pier, member of Div. 248.

Elkhart, Ind., Nov. 14, abscess on brain, Bro. Timothy Grootweld, member of Div. 248.

Chicago, Ill., Oct. 17, Mrs. Anna J. Kendall, wife Bro. Henry W. Kendall, C. E. of Div. 253.

Scranton, Pa., Nov. 7, heart disease, Bro. John LaFrance, member of Div. 257.

Montreal, P. Q., Can., Sept. 27, rheumatism, Bro. N. Provost, member of Div. 268.

Long Island City, N. Y., Oct. 16, nephritis, Bro. W. A. Brown, member of Div. 269.

Ashley, Pa., Oct. 15, heart disease, Bro. Paxton Albert, member of Div. 272.

Buffalo, N. Y., Oct. 6, Bro. E. R. Brewer, member of Div. 273.

Butte, Mont., Oct. 30, internal hemorrhage, Bro. J. D. O'Brien, member of Div. 274.

Clarks Summit, Pa., Sept. 29, Bro. Reuben Kimble, member of Div. 276.

Cooks Crossing, Pa., Nov. —, Mr. Renwick Cook, father of Bro. A. R. Cook, F. E. of Div. 298.

Lorain, O., Oct. 3, Mr. John Loux, father of Bro. P. C. Loux, member of Div. 296.

Menominee, Mich., Oct. 28, consumption, Bro. Martin Langland, member of Div. 297.

Amarillo, Tex., Oct. 26, collision, Bro. R. R. Smith, member of Div. 299.

Derry, Pa., Oct. 30, wreck, Bro. Arthur F. Wynn, member of Div. 310.

Chapleau, Ont., Can., Nov. 3, accidentally shot, Bro. R. W. Dickle, member of Div. 319.

Chapleau, Ont., Can., Oct. 16, run over by engine, Bro. Wm. McCool, member of Div. 319.

Montpelier, Ida., Oct. 27, struck by bridge, Bro. Wm. Roberts, member of Div. 324.

Los Angeles, Cal., July 29, paralysis, Bro. A. Powell, member of Div. 331.

Raleigh, N. C., Oct. 18, Mrs. C. F. Vaden, wife of Bro. C. F. Vaden, member of Div. 339.

Raleigh, N. C., Nov. 14, wreck, Bro. T. C. Ennis, member of Div. 339.

Chatham, N. Y., Oct. 7, injured in wreck, Bro. C. M. Goold, member of Div. 347.

Philadelphia, Pa., Oct. 14, pneumonia, Bro. Robert T. Charshee, member of Div. 353.

Streator, Ill., Oct. 12, Bro. J. W. Nelson, member of Div. 354.

Roanoke, Va., Nov. 6, Bro. W. R. Kessler, member of Div. 401.

Chicago, Ill., Nov. 12, congestion of the lungs, Bro. Nelson A. Warren, member of Div. 404.

Passaic, N. J., Oct. 31, paralysis, Bro. Geo. W. Freeland, member of Div. 419.

Fayetteville, Ark., Oct. 15, killed in wreck, Bro. A. P. Vance, member of Div. 445.

Connellsville, Pa., Nov. 1, typhoid fever, Bro. John W. Butler, member of Div. 452.

Chicago, Ill., Oct. 31, run over by cars, Bro. E. G. Lundeen, member of Div. 458.

Smithville, Tex., Oct. 17, collision, Bro. E. B. Crawford, member of Div. 475.

Marietta, O., Oct. 30, heart failure, Bro. J. K. Gregory, member of Div. 481.

Nashua, N. H., Oct. 1, general breakdown, Bro. C. T. Hall, member of Div. 483.

Sioux City, Ia., Nov. 3, Bro. John Smith, member of Div. 490.

Abbeville, S. C., Oct. 16, LeRoy Simmons, infant son of Bro. R. Y. Simmons, member of Div. 498.

Brunswick, Md., Oct. 24, heart disease, Bro. James Cornealus, member of Div. 506.

Acambaro, Mex., Oct. 9, stomach trouble, Bro. Harvey B. Grimes, member of Div. 571.

Mattoon, Ill., Nov. 1, gangrene, Bro. Joshua Jones, member of Div. 577.

Argenta, Ark., Oct. 31, run into open switch, Bro. Walter Carnahan, member of Div. 585.

Jersey City, N. J., Nov. 2, collision, Bro. John C. Arner, member of Div. 601.

Monterey, Mex., Oct. 26, derailment, Bro. Barney Taylor, member of Div. 614.

Bristol, Va., Oct. 23, engine turned over, Bro. M. S. Groseclose, member of Div. 617.

Portage, Wis., Nov. 2, old age, Bro. Cyrus W. Washburn, member of Div. 618.

Thomasville, Ga., Oct. 18, heart and liver trouble, Bro. J. G. Cravatt, member of Div. 648.

Camp Hill, Pa., Nov. 9, diabetes, Bro. B. M. Elder, member of Div. 685.

Lansdale, Pa., Oct. 12, collision, Bro. Wm. H. Hunsberger, member of Div. 707.

Bluffs, Ill., Oct. 31, Bro. D. D. Ettinger, member of Div. 720.

Sanford, Fla., Nov. 2, apoplexy, Bro. Louis Roberts, member of Div. 769.

Des Moines, Ia., Oct. 31, old age, Bro. Edward Entwistle, aged 94, honorary member of Subdivision 113. Brother Entwistle fired the "Rocket" for George Stephenson on the trial trip 78 years ago, and later ran the "Rocket" as engineer two trips a day, and next to Stephenson was the pioneer in the steam railroad development. Because of this he was given honorary membership in the B. of L. E. For particulars of his life and experience, see page 117, February JOURNAL, 1907—EDITOR.

Sedalia, Mo., Nov. 9, of heart trouble, Bro. Chas. Fleck, aged 82, member of Div. 178. Brother Fleck was initiated into Div. 178 in 1876, and remained in good standing 33 years, always an exemplary member.

ADMITTED BY TRANSFER CARD

Into Division—

- 110—F. Hagist, from Div. 499.
- 126—Geo. E. Hickman, from Div. 158.
- 135—E. Outwin, from Div. 54.
- 140—J. J. Welch, from Div. 256.
- 147—N. E. Allebaugh, from Div. 654.
- Henry Webster, P. H. Bellmore, from Div. 262.
- 156—T. A. Varley, from Div. 473.
- 158—F. H. Coker, from Div. 55.
- 159—S. R. Westcott, from Div. 450.
- 161—O. L. Stine, N. P. Sinnott, from Div. 664.
- 186—D. A. Bliss, from Div. 713.
- 199—E. S. Giles, from Div. 136.
- R. A. Emerson, from Div. 451.
- 213—Frank Garvey, from Div. 211.
- 256—R. C. Wilson, from Div. 331.
- L. A. Mills, from Div. 265.
- 267—J. G. Andrews, from Div. 314.
- 282—J. A. English, from Div. 628.
- 293—Israel Brandt, from Div. 306.
- 299—F. L. Hackley, A. Hackley, from Div. 505.
- 301—R. L. Hensch, Doc. Ledgerwood, W. T. Monroe, F. E. Terry, J. E. Buckley, J. E. Gerald, S. E. Patterson, R. E. Caldwell, S. W. Snidow, from Div. 448.
- 309—C. S. Mitchell, from Div. 363.
- R. L. Montague, from Div. 239.
- Geo. E. Taylor, from Div. 331.

- 312—D. C. Kennedy, from Div. 57.
- 345—Tracy G. Buck, from Div. 669.
- 355—Arthur B. Purdy, from Div. 149.
- 356—R. L. Clarity, from Div. 413.
- 362—John Edwards, from Div. 594.
- D. J. Smith, from Div. 147.
- 368—C. O. Newton, from Div. 223.
- 382—Albert Axcell, from Div. 214.
- 391—Geo. F. Hunt, from Div. 462.
- 392—Bert Hicks, from Div. 655.
- 403—E. Winans, from Div. 54.
- 445—Cliff F. Beeler, from Div. 234.
- 452—R. P. Kleinhaus, from Div. 718.
- J. R. Welch, from Div. 718.
- 471—Sam Walker, W. W. Boyles, J. L. Kennedy, from Div. 346.
- Sigwert Simpson, Tom S. McDonald, from Div. 261.
- 488—Grant Smith, from Div. 453.
- Pryer R. Jones, from Div. 115.
- 490—Leonard E. Hayward, from Div. 393.
- 504—H. J. Carter, from Div. 624.
- 505—Geo. Wolff, from Div. 695.
- 510—Amos G. Blair, from Div. 362.
- 511—W. R. Jewell, from Div. 448.
- 523—T. B. Harrison, from Div. 501.
- 554—A. C. Addis, from Div. 230.
- C. W. Hemphill, from Div. 432.
- 561—W. J. Farmer, from Div. 532.
- 584—M. E. Shemley, from Div. 718.
- 599—R. B. Wilcox, from Div. 427.
- 646—J. J. Bannon, from Div. 256.
- 652—J. W. Smink, from Div. 90.
- 660—W. A. Studnicka, R. E. Knox, Chas. W. Madgen, from Div. 766.
- 664—L. D. Countermarsh, from Div. 161.
- 671—Oliver Lybeck, from Div. 768.
- 674—T. F. Jackson, from Div. 488.
- 706—C. E. Graydon, from Div. 210.
- L. L. Woods, from Div. 628.
- 707—Thos. Hartman, from Div. 45.
- 713—Dwight Deburn, Joseph M. Baker, from Div. 264.
- 718—J. O. Conn, D. W. Harsh, from Div. 453.
- 720—A. H. Phillips, from Div. 315.
- 730—B. F. Marks, from Div. 287.
- 734—Ed. Stewart, from Div. 430.
- 740—J. P. Scott, from Div. 261.
- 759—J. B. McAuley, from Div. 375.
- 766—John G. Allison, from Div. 660.
- 771—J. B. Clayton, from Div. 339.
- 772—Enoch Harden, from Div. 325.
- 776—James Hussey, from Div. 206.
- 779—J. H. Wideman, D. M. McCook, J. T. Liles, Chas. Herring, from Div. 706.
- Robert L. Hogan, from Div. 207.
- 783—Harry B. Williams, Michael Faulkner, from Div. 145.

WITHDRAWALS

From Division—

- 4—D. S. Richardson.
- 28—W. F. Winters.
- Chas. B. Sheppard.
- 71—Joseph Finer.
- 98—Morris E. Murphy.
- 95—James Atkinson.
- 160—A. A. Redmiles.
- 168—Henry Henuit.
- 256—W. A. Cole.
- 260—Ed. Kelly.
- 300—L. H. Johnson.

From Division—

- 383—F. S. Guinn.
- 398—Walter Reid.
- F. G. Stickney.
- 417—Ira B. Ford.
- 462—L. G. Lanis.
- 505—Geo. Greenway.
- 638—Eugene McCabe.
- 677—Frank McGovern.
- 735—Otis T. Gillett.
- 765—J. G. McCrea.

REINSTATEMENTS

Into Division—

- 15—Jas. H. Shufelt.
- 16—E. L. Humberger.
- 121—Harry H. Cavender.
- 156—T. S. Finley.
- 182—P. Cunningham.
- 208—Michael Davis.
- 225—B. Brannon.
- R. E. Baker.
- 234—Cliff F. Beeler.
- 279—John H. Levine.
- 281—L. L. Floyd.
- 321—W. E. Antonio.

Into Division—

- 331—Geo. E. Taylor.
- 342—Harry C. White.
- 353—H. E. Blakely.
- 375—J. B. McCauley.
- J. I. Fountain.
- 424—F. R. London.
- 444—H. H. Biddlecomb.
- 448—W. R. Jewell.
- W. L. Hutchinson.
- 477—C. D. Lewis.
- John S. Wilson.
- 489—Geo. H. Rothert.

Into Division—

522—F. M. Fairley.
525—W. Seigler.
532—W. J. Farmer.
554—T. D. Beam.
568—Geo. Ellis.
594—R. E. French.
624—Jesse Britton.

Into Division—

640—Elmer J. Bartlett.
641—J. W. Tierney.
M. M. Latham.
646—R. E. Wallace.
713—T. P. Redding.
766—John A. Lidy.

EXPELLED**FOR NON-PAYMENT OF DUES.***From Division—*

10—A. McDougall,
D. Mooney.
A. P. Lester.
E. H. Cowan.
65—E. E. Hewitt,
John T. Fenton.
92—Otto Olson.
97—H. Hewson.
119—J. W. King.
162—C. F. Whitney.
168—Edward Fanning.
202—S. L. Risk.
239—Bert Whitney.
243—G. V. Winter.
309—A. F. Smith.

From Division—

313—Z. K. Pierce.
392—Geo. Gilliam.
John Gallus.
395—Paul Braden.
431—T. Shepherd,
Al. H. Shearon.
Frank Irons.
500—T. G. Beene.
510—John W. Robin.
552—Robert Richards,
W. E. Leach.
578—Andy Boyle.
636—D. Landrum.
640—Chas. F. Sager,
Jas. G. O'Connor.

FOR OTHER CAUSES.

18—Henry Fleischer, unbecoming conduct.
23—H. E. Martin, forfeiting insurance.
37—W. F. Pullen, forfeiting insurance and non-payment of dues.
58—Charles Brown, forfeiting insurance and non-payment of dues.
60—E. T. McAuliffe, forfeiting insurance and non-payment of dues.
81—A. Tankersley, unbecoming conduct.
90—John Schroder, forfeiting insurance.
G. Snyder, forfeiting insurance.
98—C. F. Johnson, forfeiting insurance.
V. E. Lamb, intoxication.
100—W. B. Brown, C. H. Wood, non-payment of dues and not corresponding with Division.
H. C. Pickhart, forfeiting insurance.
104—B. Jaquett, intoxication.

112—Geo. H. Rogers, non-payment of dues and forfeiting insurance.
132—Jos. F. Finney, forfeiting insurance and non-payment of dues.
136—F. H. Strickley, Wm. F. Caldwell, forfeiting insurance and non-payment of dues.
190—J. H. Adkins, C. M. Davis, non-payment of dues and forfeiting insurance.
202—R. J. Kehoe, Joe Geiger, non-payment of dues and forfeiting insurance.
C. H. Cole, non-payment of dues and non-attendance.
239—J. A. Weatherspoon, intoxication.
256—Geo. Holloway, violation of obligation.
375—S. L. Guard, unbecoming conduct.
384—M. B. Truax, forfeiting insurance.
387—Frank T. Clayton, forfeiting insurance.
401—E. T. Simpson, forfeiting insurance.
407—Frank Fowler, L. B. Curry, forfeiting insurance.
J. H. Storey, non-payment of dues and forfeiting insurance.
417—John Shackley, forfeiting insurance.
444—Albert Wilkins, forfeiting insurance.
450—W. G. Prindle, forfeiting insurance.
R. A. Foster, unbecoming conduct.
453—C. W. Hambricht, intoxication.
457—W. A. Boucher, non-payment of dues and forfeiting insurance.
472—J. A. West, forfeiting insurance.
500—W. B. Slaughter, forfeiting insurance.
502—C. G. Leckenby, forfeiting insurance and non-payment of dues.
555—Harry T. Stevens, violation of obligation and non-payment of dues.
559—James P. Jurnes, non-payment of dues and forfeiting insurance.
James H. Whelan, non-payment of dues and forfeiting insurance.
565—Walter H. Smith, non-payment of dues and forfeiting insurance.
568—Jos. T. Otto, C. L. Torbit, forfeiting insurance and non-payment of dues.
615—W. J. Parsons, unbecoming conduct.
653—F. A. Gesner, forfeiting insurance and non-payment of dues.
677—Geo. Conley, Al. Foote, non-payment of dues and forfeiting insurance.
704—L. Zaro, forfeiting insurance and non-payment of dues.
730—A. G. Landis, non-payment of dues and forfeiting insurance.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$30.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.**CHANGE OF ADDRESS.**

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 932-935.
SERIES I.OFFICE OF ASSOCIATION, ROOM 609, SOCIETY FOR SAVINGS BUILDING, {
CLEVELAND, OHIO, Dec. 1, 1909. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 92, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 15th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
872	J. R. Collins	67	646	Dec. 8, 1890	Oct. 29, 1908	Blind left eye	\$3000	Self.
873	C. F. Keefe	35	558	May 18, 1902	Sept. 29, 1909	Killed	1500	Mary Keefe, w.
874	Harvey B. Grimes	35	571	Oct. 20, 1902	Oct. 9, 1909	Stomach trouble	1500	Mary E. Grimes, s.
875	Andrew J. Kearns	32	645	June 27, 1904	Oct. 9, 1909	Killed	750	Theresa Kearns, s.
876	Joshua Johns	42	577	July 26, 1903	Oct. 14, 1909	Killed	1500	Geo. A. Johns, f.
877	A. P. Vance	43	445	Nov. 8, 1900	Oct. 15, 1909	Killed	750	Elizabeth Vance, m.
878	Paxton Albert	51	272	June 8, 1898	Oct. 15, 1909	Heart disease	3000	Sisters.
879	Wm. H. Terry	42	41	Apr. 15, 1900	Oct. 15, 1909	Apoplexy	3000	Elida Terry, w.
880	Wm. A. Brown	71	269	June 18, 1892	Oct. 15, 1909	Bright's disease	1500	Wife and daughter.
881	Chas. H. Cleaves	50	61	Sept. 13, 1903	Oct. 17, 1909	Left arm amput'd.	3000	Self.
882	N. J. Bowers	31	248	Mar. 17, 1907	Oct. 17, 1909	Tuberculosis	1500	Minnie Bowers, w.
883	E. B. Crawford	32	475	Jan. 21, 1909	Oct. 17, 1909	Killed	3000	Pearl V. Crawford, w.
884	Peter F. Burns	53	45	Sept. 2, 1894	Oct. 18, 1909	Cancer of stomach	3000	Annie Burns, w.
885	John T. Fahey	56	478	Nov. 7, 1887	Oct. 18, 1909	Pneumonia	3000	Brothers-in-law.
886	J. G. Cravat	56	648	May 6, 1902	Oct. 18, 1909	Bright's disease	1500	Hettie L. Cravat, w.
887	Wm. Clauson	52	188	Jan. 20, 1902	Oct. 19, 1909	Killed	3000	Martha Clauson, w.
888	Emil Damrow	29	144	Aug. 10, 1906	Oct. 19, 1909	Killed	1500	Capitola Damrow, w.
889	L. H. Burgess	47	25	Apr. 26, 1892	Oct. 20, 1909	Killed	4500	Sidney M. Burgess, s.
890	T. D. McCauliffe	44	78	Nov. 19, 1897	Oct. 22, 1909	Paresis	1500	Liley McCauliffe, w.
891	M. S. Groseclose	39	617	Oct. 11, 1903	Oct. 23, 1909	Killed	3000	Martha E. Groseclose, w.
892	Charles Wilkoff	31	175	Mar. 10, 1908	Oct. 24, 1909	Killed	1500	Verna C. Wilkoff, w.
893	G. S. Glisson	68	45	Dec. 9, 1879	Oct. 24, 1909	Congest'n of lungs	3000	Sister and nephews.
894	James Cornelius	58	506	July 21, 1901	Oct. 24, 1909	Nephritis	1500	Children & grandch'n.
895	Oscar C. Pease	32	208	Apr. 8, 1906	Oct. 24, 1909	Killed	1500	Rilla S. Pease, w.
896	Robt. R. Smith	29	299	July 8, 1908	Oct. 25, 1909	Killed	1500	Porry Smith, w.
897	Barney Taylor	27	614	Jan. 22, 1908	Oct. 26, 1909	Killed	1500	Martina Taylor, w.
898	Hadley Lawson	31	229	Apr. 15, 1907	Oct. 27, 1909	Left leg amput'd.	1500	Self.
899	James C. Wyr	37	61	Mar. 13, 1905	Oct. 27, 1909	Typhoid fever	1500	Brother and sisters.
900	Wm. M. Roberts	37	324	Mar. 5, 1897	Oct. 27, 1909	Killed	3000	Minnie Roberts, w.
901	M. P. Langland	32	227	Jan. 2, 1906	Oct. 27, 1909	Consumption	1500	Sisters and brothers.
902	M. N. Terrell	51	58	Feb. 3, 1890	Oct. 29, 1909	Cerebral meningitis	3000	Wife and daughter.
903	F. M. Kennedy	49	44	May 21, 1903	Oct. 30, 1909	Killed	3000	Sarah Kennedy, w.
904	A. F. Wynn	37	310	May 3, 1903	Oct. 30, 1909	Killed	1500	Children.
905	J. K. Gregory	61	481	Dec. 1, 1889	Oct. 30, 1909	Heart disease	1500	Sarah J. Gregory, w.
906	D. D. Ettinger	38	720	Apr. 8, 1906	Oct. 31, 1909	Gastritis	1500	Mary M. Ettinger, w.
907	Walter Carnahan	31	585	Nov. 12, 1904	Oct. 31, 1909	Killed	1500	Mabel Carnahan, w.
908	P. G. Lundeen	41	458	Mar. 2, 1902	Oct. 31, 1909	Killed	1500	Josephine Lundeen, w.
909	G. N. Higgins	34	145	June 2, 1907	Nov. 1, 1909	Killed	1500	Adelaide Higgins, w.
910	John W. Butler	36	452	Dec. 7, 1902	Nov. 1, 1909	Typhoid fever	3000	John Butler, f.
911	C. H. Gollmar	37	176	Apr. 12, 1905	Nov. 2, 1909	Appendicitis	1500	Alice A. Gollmar, w.
912	J. C. Arner	56	601	Aug. 14, 1892	Nov. 2, 1909	Killed	1500	Elizabeth J. Arner, w.
913	Robert Keller	58	156	Mar. 27, 1904	Nov. 2, 1909	Killed	1500	Addie Keller, w.
914	A. J. Keach	58	104	Sept. 15, 1900	Nov. 2, 1909	Kill stones	1500	Amanda Keach, w.
915	J. C. Humphrey	38	156	Apr. 26, 1903	Nov. 3, 1909	Killed	1500	Mary E. Humphrey, w.
916	Robt. W. Dickie	33	319	July 1, 1905	Nov. 3, 1909	Killed	3000	Bella Dickie, w.
917	Tatem Parsons	89	22	Jan. 1, 1868	Nov. 3, 1909	Old age	3000	Mary Parsons
918	Peter Rafferty	60	19	Aug. 19, 1874	Nov. 4, 1909	Cirrhosis of liver	3000	Maria Rafferty
919	Frank Morris	43	1	Sept. 20, 1897	Nov. 5, 1909	Peritonitis	1500	Mary J. Morris, w.
920	Wm. R. Kessler	43	401	Nov. 13, 1893	Nov. 6, 1909	Locked bowel	3000	Sister and children.
921	John W. Monroe	51	53	Oct. 14, 1902	Nov. 6, 1909	Killed	1500	Albertina M. Monroe, w.
922	John Spille	46	59	Apr. 13, 1903	Nov. 6, 1909	Killed	1500	Annie S. Spille, m.
923	Christian Gates	59	338	June 7, 1891	Nov. 7, 1909	Brain trouble	1500	Mrs. Christian Gates, w.
924	A. J. Slaney	43	66	Jan. 20, 1901	Nov. 8, 1909	Chronic nephritis	1500	Ella Slaney, w.
925	Alonzo F. Davis	43	578	May 26, 1903	Nov. 9, 1909	Killed	3000	Catharine Davis, w.
926	Emanuel Krause	25	180	May 16, 1909	Nov. 9, 1909	Killed	1500	Bertha Krause, m.
927	Charles Starrett	31	31	Mar. 1, 1863	Nov. 9, 1909	Chronic nephritis	3000	Mrs. Chas. Starrett, w.
928	Peter Crahan	52	173	Mar. 23, 1837	Nov. 10, 1909	Killed	4500	Joanna Crahan, w.
929	Wm. J. Webb	46	59	Feb. 2, 1903	Nov. 10, 1909	Appendicitis	750	Ella Pettis, s.
930	Wm. F. Hall	69	226	Jan. 1, 1869	Nov. 11, 1909	Paralysis	3000	Carrie Hall
931	Bruce M. Elder	49	685	Oct. 20, 1901	Nov. 11, 1909	Bright's disease	1500	Margretta Elder, w.
932	N. A. Warren	73	404	Mar. 20, 1880	Nov. 12, 1909	Congestion of lungs	3000	Mary J. Warren, w.
933	Chas. H. Smith	52	284	Sept. 5, 1892	Nov. 14, 1909	Bright's disease	1500	Oliver R. Smith, m.
934	Timothy Grotveld	56	248	Sept. 8, 1898	Nov. 14, 1909	Cerebral hemorrhage	1500	Nellie Grotveld
935	Thos. Gough	28	320	Jan. 24, 1905	Nov. 16, 1909	Killed	1500	E. Evelyn Gough, w.

Total number of claims, 64. Total amount of claims, \$132,750.

Financial Statement.

CLEVELAND, O., Nov. 1, 1909.

MORTUARY FUND FOR OCTOBER.

Balance on hand.....	\$153,009 95
Paid in settlement of claims.....	114,000 00
Surplus.....	\$ 39,009 95
Received by assessments 670-672 and back assessments.....	\$104,074 29
Received by assessments 810-812.....	235 67
Received from members carried by the Association.....	389 85
Interest for October, 1909.....	349 74
Balance in bank Oct. 31, 1909.....	\$144,059 50
EXPENSE FUND FOR OCTOBER.	
Balance on hand.....	\$ 2,687 35
Received from fees.....	248 07
Received for special.....	26,357 96
Balance.....	29,293 38
Expenses during month of Oct., 1909.....	2,797 45
Balance in bank Oct. 31, 1909.....	\$ 26,495 93

Statement of Membership.

FOR OCTOBER, 1909.

Classified represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid assessments 760-762.....	2,776	33,800	14,127	2,509
Members from whom assessments 760-762 were not collected.....	\$37	2,243	618	3
Members carried by the Association.....	4	162	343	28
Applications and reinstatements received during month.....		141	94	29
Totals.....	3,117	36,346	15,182	2,569
From which deduct policies terminated by death, accident, or otherwise.....	5	126	20	7
Total membership Oct. 31, 1909.....	3,112	36,220	15,162	2,562
Grand total.....				57,056

Weekly Indemnity Claims Paid November 1, 1909.

Cl'm	Div.	Name	Amt. Paid	Cl'm	Div.	Name	Amt. Paid
*269	386	J. M. Horn, Adv.....	\$100 00	305	718	R. D. Darnall.....	77 14
*270	568	W. W. Sinclair, Adv.....	140 00	306	141	I. E. Stroud.....	20 00
271	386	W. C. Adams.....	165 71	307	78	J. G. Arn.....	28 57
272	181	Edward Sawyer.....	92 86	308	78	John Brimer.....	57 14
273	8	F. A. Thebold.....	20 00	309	706	A. K. Hall.....	25 71
274	10	Chas. F. Selle.....	186 43	310	147	Wm. E. Raney.....	34 29
275	200	John P. Kohl.....	38 57	311	230	L. A. Schlievoigt.....	31 43
276	46	E. H. France.....	45 00	312	206	Geo. Corbin.....	40 00
277	743	F. A. Richardson.....	21 43	313	178	Chas. Boyle.....	45 71
278	769	T. J. E. Wells.....	34 29	314	83	C. F. Robson.....	80 00
279	636	John Steinhoff.....	28 57	315	425	Jesse G. Fidler.....	20 00
280	177	E. O. Sullivan.....	111 43	316	547	Fred Ardary.....	60 00
281	125	Wm. Mobley.....	48 57	317	297	J. A. Parkinson.....	47 14
282	433	J. B. McIlvaine.....	162 86	318	746	C. D. Porter.....	40 00
283	86	C. H. Nelson.....	100 00	319	554	Chas. H. Cobb.....	37 14
284	413	P. F. Schnabel.....	57 86	320	8	G. M. Blackburn.....	105 71
285	674	H. E. Reynolds.....	54 29	321	155	John R. Dempster.....	5 71
*286	8	B. M. Pulliam, Adv.....	80 00	322	606	A. T. Carter.....	71 43
287	539	Alford T. Huff.....	20 00	323	86	G. M. Nelson.....	20 00
288	539	W. T. Shields.....	5 71	324	86	A. W. Kincaid.....	122 86
289	177	R. W. Mays.....	34 29	325	703	E. Z. Walker.....	105 71
290	307	J. G. Smith.....	20 00	326	515	A. M. Danielson.....	108 57
291	119	C. L. Clark.....	79 29	327	495	J. C. Comer.....	57 14
292	44	B. P. Parker.....	22 86	328	539	Thos. W. Huff.....	140 00
293	237	L. A. Spafford.....	17 14	329	539	Roy K. Stewart.....	28 57
294	495	R. J. Clement.....	60 00	330	421	M. Flannery.....	45 00
295	41	Edw. Hagan.....	45 71	331	130	J. E. Jett.....	125 71
296	432	M. D. Bishop.....	37 14	332	539	G. H. Green.....	142 86
297	1	A. B. Wallinger.....	10 00	333	569	Thos. A. Jones.....	71 43
298	200	H. R. Calehan.....	38 57	334	817	G. W. Goods.....	60 00
299	262	Edmund Wardle.....	34 29	335	471	B. E. Colyar.....	14 29
300	556	J. R. Quinn.....	64 29	*196	748	F. S. Simmons, Adv.....	120 00
*301	318	Thos. Mehan, Adv.....	100 00	705	83	J. R. Beshears, Bal.....	100 00
302	78	H. T. Pope.....	137 14	*808	115	F. W. Dudley, Adv.....	50 00
303	372	Perry Zimmerman.....	131 43	*953	523	C. R. Kimbro, Adv.....	88 00
304	743	C. H. Coleman.....	246 43				

\$419 42

Total number of Weekly Indemnity Claims.....

64

*Number of advance payments on Claims.....

7

Indemnity Death Claims Paid November 1, 1909.

Cl'm	Div.	Name	Amt. Paid
35	123	H. F. Hart.....	\$2000 00
36	474	Frank McDonough.....	1000 00
			\$3000 00

\$7819 42

Total number of Death Claims, 2.

Weekly Indemnity Claims paid from Dec. 1, 1906, to Oct. 1, 1909.....

\$96,966 02

Indemnity Death Claims paid from Apr. 1, 1907, to Oct. 1, 1909.....

60,000 00

\$156,966 02 164,785 44

NOTICE TO INDEMNITY POLICY HOLDERS.

The First Quarterly Premium for 1910 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 20th of this month. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

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BALCONY FALLS, VA., June 11, 1908.

Gentlemen. We have now had our Ivers & Pond piano in the house for nearly two years, have tested it thoroughly and consider it the best instrument in town, although some others here cost considerable more money. In a word, we are more than pleased with the instrument, and will take pleasure in recommending the Ivers & Pond pianos to railroad men and others needing a strictly first-class instrument. I shall refer any one I may hear of needing a piano or other musical instrument to you, knowing that you will give them the same square deal that you did me.

Yours very truly,

G. S. CAMPBELL, Agt. C. & O. Ry.

MINNEAPOLIS, MINN., April 24, 1908.

Gentlemen. I am entirely satisfied with the Ivers & Pond piano purchased some little time ago. It is well made, beautifully finished, pleasing in tone, and is an ornament to any home.

Sincerely yours,

EDWARD HART, Psgt. Condr., C., St. P. & O. Ry.
O. C. R., Div. No. 40, St. Paul, Minn.

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